TERMINAL SUPERINTENDENT

W. K. HANNUM	Los Angeles Yard

ASST. TERMINAL SUPERINTENDENTS

F. BOWMAN	Los Angeles Yard
W. R. MORLEY	Los Angeles Yard
D. P. BOYKIN	Los Angeles Yard

TRAINMASTERS

R. D. WORKMAN	Los Angeles Yard
H. G. HARVEY	Los Angeles Yard
B. W. BISHOP	Niland
C. G. HOLMBERG	Indio

ASSISTANT TRAINMASTERS

H. A. TEAL	Los Angeles Yard
T. J. BAILEY	Los Angeles Yard
H. E. SUMNER	Los Angeles Yard

ASSISTANT TRAINMASTER—DIVISION EXAMINER

W. C. PRYOR	Los Angeles Yard

ROAD FOREMEN OF ENGINES

A. C. YOUNG	Los Angeles
J. T. CANTY	Los Angeles

CHIEF TRAIN DISPATCHER

F. A. FLANAGAN	Los Angeles

A. S. McCANN
Assistant Superintendent, Los Angeles

E. J. KELLUM
Assistant Superintendent, Los Angeles

M. A. NUGENT
Assistant Superintendent, Los Angeles

SOUTHERN PACIFIC COMPANY

LOS ANGELES DIVISION TIMETABLE

184

EFFECTIVE SUNDAY, JUNE 2, 1946
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

H. R. GERNREICH,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Los Angeles	Dr. M. T. Steele	Assistant to Chief Surgeon
Los Angeles	Dr. R. W. Starr	Division Physician and Surgeon
Los Angeles	Dr. A. S. Lineer	District Physician and Surgeon
Los Angeles	Dr. R. G. Stern	District Physician and Surgeon
Los Angeles	Dr. W. P. Thearle	District Physician and Surgeon
Los Angeles	Dr. E. L. Tversky	District Physician and Surgeon
Los Angeles	Dr. H. Brodsky	District Physician and Surgeon
Los Angeles	Dr. P. R. Fulton	District Physician and Surgeon
Los Angeles	Dr. Leo Syman	District Physician and Surgeon
Los Angeles	Dr. R. R. Bidwell	District Physician and Surgeon
Angelus-Mesa	Dr. F. X. McDonald	District Physician and Surgeon
Inglewood and Hyde Park	Dr. E. D. Charland	District Physician and Surgeon
Huntington Park	Dr. D. E. Stewart	District Physician and Surgeon
Huntington Park	Dr. H. W. Amyes	District Physician and Surgeon
Eagle Rock	Dr. A. E. Hollenbeck	District Physician and Surgeon
Belvedere Gardens	Dr. J. P. Mortensen	District Physician and Surgeon
Hollywood	Dr. R. W. Avery	District Physician and Surgeon
North Hollywood	Dr. T. H. Ransom	District Physician and Surgeon
F. R. Strong Bldg., 7th and Central	Dr. M. H. Burge	District Physician and Surgeon
	Dr. J. R. Martin	District Physician and Surgeon
Los Angeles	Dr. R. A. Woodhull Dr. Joseph Goldstein	Oculists and Aurists
Santa Monica	Dr. L. E. Croft	District Physician and Surgeon
Compton	Dr. E. I. Mulder	District Physician and Surgeon
Long Beach	Dr. C. H. Woods	Emergency Physician and Surgeon
Long Beach	Dr. W. C. Clough	Emergency Physician and Surgeon
Wilmington	Dr. W. W. Horst	District Physician and Surgeon
San Pedro	Dr. J. L. Bloch	District Physician and Surgeon
Downey	Dr. R. V. Fernandez	Emergency Physician and Surgeon
Whittier	Dr. J. W. Camp	Emergency Physician and Surgeon
Norwalk	Dr. L. J. Otis	District Physician and Surgeon
Anaheim	Dr. J. L. Beebe	District Physician and Surgeon
Orange	Dr. A. J. Nies	Emergency Physician and Surgeon
Santa Ana	Dr. J. B. Price	District Physician and Surgeon
Westminster	Dr. R. I. Johnson	Emergency Physician and Surgeon
Pasadena	Dr. Z. T. Malaby	District Physician and Surgeon
South Pasadena	Dr. J. A. Walshe	District Physician and Surgeon
Monrovia	Dr. E. H. Kelly	Emergency Physician and Surgeon
Alhambra	Dr. J. F. Hull	District Physician and Surgeon
San Gabriel	Dr. C. L. Magee	Emergency Physician and Surgeon
El Monte	Dr. E. D. Farrington	District Physician and Surgeon
Puente	Dr. W. W. Schultz	District Physician and Surgeon
San Dimas	Dr. S. Thomasen	Emergency Physician and Surgeon
Covina	Dr. G. H. Ernsberger	Emergency Physician and Surgeon
Pomona	Dr. G. W. Kellar	District Physician and Surgeon
Pomona	Dr. S. D. Carney	District Physician and Surgeon
Chino	Dr. H. B. Miller	District Physician and Surgeon

LOCATION	NAME	TITLE
Colton	Dr. C. F. Whitmer	District Physician and Surgeon
Colton	Dr. J. N. Martin	Asst. Dist. Physician and Surgeon
San Bernardino	Dr. S. Forsythe	District Physician and Surgeon
San Bernardino	Dr. C. L. Hadley	Oculist and Aurist
Riverside	Dr. Thomas A. Card	District Physician and Surgeon
Redlands	Dr. H. G. Hill	District Physician and Surgeon
Banning	Dr. A. L. Brankamp	District Physician and Surgeon
Beaumont	Dr. F. D. West	District Physician and Surgeon
Indio	Nurse in charge of Emergency Hospital	
Indio	Dr. W. H. Blackman	District Physician and Surgeon
Indio	Dr. R. E. Pawley	District Physician and Surgeon
Indio	Dr. H. F. Wilkins	Asst. Dist. Physician and Surgeon
Indio	Dr. S. D. Berke	Oculist and Aurist
Calipatria	Dr. B. L. Yellen	District Physician and Surgeon
Westmorland	Dr. O. C. Long	Emergency Physician and Surgeon
Brawley	Dr. A. H. Foster	Assoc. Dist. Physician and Surgeon
Brawley	Dr. John L. Parker	Assoc. Dist. Physician and Surgeon
El Centro	Dr. F. W. Peterson	District Physician and Surgeon
El Centro	Dr. W. W. Apple	District Physician and Surgeon
Holtville	Dr. H. B. Graeser	District Physician and Surgeon
Calexico	Dr. T. E. Bartholomew	District Physician and Surgeon
Calexico	Dr. F. C. Gregg	Asst. Dist. Physician and Surgeon
Mexicali	Dr. Mario Flores	District Physician and Surgeon
Yuma	Dr. C. S. Powell	District Physician and Surgeon
Yuma	Dr. W. C. Cain	Asst. Dist. Physician and Surgeon
Glendale	Dr. Chester L. Roberts	District Physician and Surgeon
Burbank	Dr. David Thomson	District Physician and Surgeon
Van Nuys	Dr. C. B. Canby	Emergency Physician and Surgeon
Canoga Park	Dr. W. J. Lakey	Emergency Physician and Surgeon
Fillmore	Dr. W. R. Manning	District Physician and Surgeon
Fillmore	Dr. H. B. Osborn	District Physician and Surgeon
Saticoy	Dr. C. R. Illick	Emergency Physician and Surgeon
Moorpark	Dr. O. E. Kuhn	Emergency Physician and Surgeon
Oxnard	Dr. A. H. Stoll	District Physician and Surgeon
Ventura	Dr. Fred A. Shore	District Physician and Surgeon
Ojai	Dr. C. O. Drace	Emergency Physician and Surgeon
Carpenteria	Dr. T. M. Shorkley	Emergency Physician and Surgeon
Santa Barbara	Dr. Charles S. Stevens	District Physician and Surgeon
Santa Barbara	Dr. A. B. Steele	District Physician and Surgeon
Santa Barbara	Dr. A. B. Wilcox	Asst. Dist. Physician and Surgeon
Santa Barbara	Dr. Kenneth Jennings	Asst. Dist. Physician and Surgeon
Santa Barbara	Dr. W. J. Mellinger	Aurist
Santa Barbara	Dr. W. H. Johnston	Oculist
Santa Barbara	Dr. W. B. Gibbs	Oculist

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO
DIVISION HOSPITAL	WHITE MEMORIAL HOSPITAL, LOS ANGELES
EMERGENCY HOSPITAL	GENERAL SHOP YARD, EAST LOS ANGELES
EMERGENCY HOSPITAL	TAYLOR YARDS, LOS ANGELES
EMERGENCY HOSPITAL	COLTON
EMERGENCY HOSPITAL	INDIO

VENTURA SUBDIVISION

EASTWARD

FIRST CLASS

Timetable No. 184

June 2, 1946

Capacity of sidings in car lengths		96 Noon Daylight	52 San Joaquin Daylight	98 Morning Daylight	76 Lark	60 West Coast	58 Owl	374 C. M. E.	70 Coaster	56 Passenger	Mile Post Location		STATIONS		Distance from Santa Barbara
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon	Leave Daily	Leave Daily					
Santa Barbara yard	BKWOTP	PM 7.33		PM 3.42	AM 6.10			AM 5.40	AM 5.10		370.7	Automatic Block System	TO-R **SANTA BARBARA**	D. T.	0.0
		7.37		3.45	6.15			5.45	5.15		371.9		1.2 **EAST SANTA BARBARA**		1.2
106	P	7.44		3.52	6.23			5.53	5.23		377.3		5.4 **ORTEGA**		6.6
40	P	7.49		3.57	6.28			5.58	5.28		381.2		3.9 TO **CARPINTERIA**		10.5
105	P	7.59		4.07	6.40			6.09	5.39		388.6		7.4 **SEACLIFF**		17.9
Yd. Lmts.	P										397.3		8.7 **VENTURA JCT.**		26.6
123	WP	8.10		4.20	6.56			6.22	s 5.54		398.2		0.9 TO **VENTURA**		27.5
40	YP				7.02			6.28	6.00		403.2		5.0 **MONTALVO**		32.5
Yard Limits 107	BKWOP	8.21		4.31	7.09			6.34	s 6.08		407.8		4.6 TO **OXNARD**		37.1
66	P	8.26		4.36	7.15			6.40	6.13		412.1		4.3 **LEESDALE**		41.4
117	P	8.30		4.41	7.21			6.46	6.18		416.6		4.5 TO **CAMARILLO**		45.9
43	P			4.44	7.26			6.50	6.22		419.8		3.2 **SOMIS**		49.1
65	P	8.36		4.47	7.31			6.54	6.27		422.9		3.1 **LAGOL**		52.2
103	WP	8.40		4.51	7.37			7.00	6.33		427.1		4.2 TO **MOORPARK**		56.4
69	P	8.45			**7.46**			7.08	6.41		432.2		5.1 **STRATHEARN**		61.5
105	P	**8.52**		5.02	7.55			7.16	6.49		437.5		5.3 TO **SANTA SUSANA**		66.8
72	P	**9.04**		5.07	8.02			**7.22**	6.55		441.0		3.5 **HASSON**		70.3
85	WYP	9.11		5.14	8.09			7.30	**7.03**		445.5		4.5 TO **CHATSWORTH**		74.8
E 56 W 56	P	9.15		5.18	8.15			7.35	7.08		449.9		4.4 TO **NORTHRIDGE**		79.2
E 38 W 44	P			5.22	8.20			7.40	7.14		454.1		4.2 **RAYMER**		83.4
103	P	9.22		5.26	8.25			7.45	7.18		458.4		4.3 **HEWITT**		87.7
Los Angeles yard 104	IP	9.26	PM 7.23	5.30	8.30	AM 8.18	AM 8.05	7.50	7.24	AM 5.25	462.7 471.6		4.3 TO **BURBANK JCT.**	Double Track	92.0
	YP									f 5.27	472.1		0.5 **BURBANK**		92.5
	P	s 9.36	s 7.33	s 5.40	s 8.42	s 8.28	s 8.15		s 7.38	s 5.37	477.1		5.0 **GLENDALE**		97.5
	I										477.3		0.2 **GLENDALE TOWER**		97.7
	BKWOYP							8.15 AM		f	479.7		2.4 TO-R **LOS ANGELES YARD**		100.1
	I Interlocking	9.43	7.38	5.48	8.49	8.33	8.23		7.46	5.46	480.6		0.9 **DAYTON AVE. TOWER**		101.0
		9.48	7.43	5.53	8.53	8.37	8.27		7.50	5.50	481.9		1.3 **EAST BANK JCT.**		102.3
	I	9.50	7.45	5.55	8.55	8.39	8.29		7.54	5.54	482.1		0.2 **MISSION TOWER**		102.5
	BKWIYP	s 9.55 PM	s 7.50 PM	s 6.00 PM	s 9.00 AM	s 8.45 AM	s 8.35 AM		s 8.00 AM	s 6.00 AM	482.8		0.7 TO-R **LOS ANGELES LAUPT**		103.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon	Arrive Daily	Arrive Daily			(103.2)		
		(2.22) 43.60	(0.27) 24.80	(2.18) 44.81	(2.50) 36.40	(0.27) 24.80	(0.30) 22.40	(2.35) 38.70	(2.50) 36.40	(0.35) 19.20			……Time over District…… ……Average Speed per Hour……		

RULE 5. Schedule time and train-order time at Burbank Jct. apply at end of double track.

RULES 86 and 93. Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

Dulah Siding will not hold more than 15 passenger cars and one engine.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
70	Camarillo…………	Los Angeles…………	…………	Daily
76	Ventura…………	…………	Salinas…………	Daily
58	Burbank…………	…………	Fresno…………	Daily

Revenue passenger trains, except exclusively Government business, must stop at Glendale.

VENTURA SUBDIVISION

WESTWARD

FIRST CLASS

	Timetable No. 184 June 2, 1946 STATIONS		Distance from Los Angeles	71 Passenger Arrive Daily	99 Morning Daylight Arrive Daily	51 San Joaquin Daylight Arrive Daily	97 Noon Daylight Arrive Daily	57 Owl Arrive Daily	59 West Coast Arrive Daily	373 C. M. W. Arrive Daily Ex. Sat., Sun.	69 Coaster Arrive Daily	55 Passenger Arrive Daily	75 Lark Arrive Daily
Automatic Block System	TO-R **SANTA BARBARA** 1.2	D. T.	103.2	AM s 9.45	AM s 10.30		PM s 2.28			PM 10.25	PM s 10.45		PM s 11.37
	EAST SANTA BARBARA 5.4		102.0	9.40	10.25		2.24			10.17	10.37		**11.32**
	ORTEGA 3.9		96.6	9.31	10.17		2.16			10.09	10.31		11.24
	TO **CARPINTERIA** 7.4		92.7	s 9.23	10.12		2.11			10.03	10.25		11.18
	SEACLIFF 8.7		85.3	9.03	10.02		2.01			9.52	10.11		11.08
	VENTURA JCT. 0.9		76.6										
	TO **VENTURA** 5.0		75.7	s 8.46	9.50		1.49			9.40	s 9.58		10.55
	MONTALVO 4.6		70.7	f **8.35**						**9.33**	9.51		10.47
	TO **OXNARD** 4.3		66.1	s 8.29	9.39		1.37			9.26	s **9.46**		10.41
	LEESDALE 4.5		61.8	8.15	9.35		1.33			9.21	9.37		10.36
	TO **CAMARILLO** 3.2		57.3	f 8.10	**9.31**		1.29			9.16	9.33		10.31
	SOMIS 3.1		54.1	f 8.04			1.26				9.29		10.27
	LAGOL 4.2		51.0	7.59	9.25		1.23				9.25		**10.23**
	TO **MOORPARK** 5.1		46.8	f 7.54	9.21		1.19			9.05	9.20		10.18
	STRATHEARN 5.3		41.7	**7.46**	9.16		1.14				9.15		10.12
	TO **SANTA SUSANA** 3.5		36.4	f 7.28	9.11		1.09			**8.52**	9.10		10.05
	HASSON 4.5		32.9	f **7.22**			1.05				**9.04**		10.00
	TO **CHATSWORTH** 4.4		28.4	f **7.03**	9.01		12.58			8.35	8.48		9.51
	TO **NORTHRIDGE** 4.2		24.0	f 6.48	8.57		12.54			8.30	8.43		9.46
	RAYMER 4.3		19.8	6.44	8.53		12.50			8.25	8.37		9.41
	HEWITT 4.3		15.5	6.40	8.49		12.46			8.20	8.31		9.35
	TO **BURBANK JCT.** 0.5	Double Track	11.2	6.33	8.43	AM 8.52	12.41	PM 6.20	PM 8.03	8.15	8.25	PM 9.10	9.30
	BURBANK 5.0		10.7	f 6.32								f 9.05	
	GLENDALE 0.2		5.7	s 6.20	s 8.33	s 8.43	s 12.33	s 6.10	s 7.53		s 8.15	s 8.57	s 9.22
	GLENDALE TOWER 2.4		5.5										
	TO-R **LOS ANGELES YARD** 0.9		3.1							8.00 PM		f	
	DAYTON AVE. TOWER 1.3		2.2	6.10	8.25	8.35	12.24	6.00	7.41		8.05	8.47	9.11
	EAST BANK JCT. 0.2		0.9	6.06	8.21	8.31	12.20	5.56	7.36		8.01	8.42	9.06
	MISSION TOWER 0.7		0.7	6.04	8.19	8.29	12.18	5.54	7.34		7.59	8.36	9.04
	TO-R **LOS ANGELES LAUPT**		0.0	6.00 AM	8.15 AM	8.25 AM	12.15 PM	5.50 PM	7.30 PM		7.55 PM	8.30 PM	9.00 PM
	(103.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(3.45) 27.52	(2.15) 45.86	(0.27) 24.80	(2.13) 46.55	(0.30) 22.40	(0.33) 20.36	(2.25) 42.70	(2.50) 36.40	(0.40) 16.79	(2.37) 39.43

RULE 5. Schedule time and train-order time at Burbank Jct. apply at end of double track.

RULES 86 and 93. Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

Dulah siding will not hold more than 15 passenger cars and one engine.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
71	Los Angeles Yard..........	D. H. trainmen and enginemen..........	....	Daily
71	Simi, Summerland..........	Any Station..........	Any Station..........	Daily
57	Burbank..........	Mojave..........	....	Daily
75	Ventura..........	Salinas..........	....	Daily

No. 57 passing Burbank reduce speed to 10 MPH or less to receive U. S. Mail.

Revenue passenger trains except exclusively Government business must stop at Glendale.

EASTWARD

Capacity of sidings in car lengths		THIRD CLASS				SECOND CLASS			FIRST CLASS	Mile Post Location			Timetable No. 184 June 2, 1946		Distance from Santa Barbara
		808 Freight	806 Freight	804 Freight	802 Freight	448 V. M. E.	834 Freight	832 Freight	72 Passenger						
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily				STATIONS		
Santa Barbara yard	BKWOTP						PM 11.25	AM 7.25	PM 8.25	370.7	Automatic Block System	TO-R	SANTA BARBARA	D. T.	0.0
							11.32	7.32	8.30	371.9		1.2	EAST SANTA BARBARA		1.2
106	P						11.42	7.42	8.38	377.3		5.4	ORTEGA		6.6
40	P						PM 11.50	7.50	s 8.44	381.2		3.9 TO	CARPINTERIA		10.5
105	P						AM 12.06	8.06	f 8.54	388.6		7.4	SEACLIFF		17.9
Yd.Lmts.	P									397.3		8.7	VENTURA JCT.		26.6
Yd.Lmts. 123	WP						12.25	8.25	s 9.20	398.2		0.9 TO	VENTURA		27.5
40	YP						12.33	**8.35**	**9.33**	403.2		5.0	MONTALVO		32.5
Yard Limits 107	BKWOP						12.43	8.50	s **9.46**	407.8		4.6 TO	OXNARD		37.1
66	P						12.53	9.08	10.00	412.1		4.3	LEESDALE		41.4
117	P						1.02	**9.31**	s 10.10	416.6		4.5 TO	CAMARILLO		45.9
43	P						1.10	9.40	10.14	419.8		3.2	SOMIS		49.1
65	P						1.20	9.50	**10.23**	422.9		3.1	LAGOL		52.2
103	WP						**1.37**	10.05	f 10.30	427.1		4.2 TO	MOORPARK		56.4
69	P						1.50	10.20	10.38	432.2		5.1	STRATHEARN		61.5
105	P						2.04	**10.35**	f 10.50	437.5		5.3 TO	SANTA SUSANA		66.8
72	P						2.18	10.49	10.55	441.0		3.5	HASSON		70.3
85	WYP						2.33	11.04	f 11.03	445.5		4.5 TO	CHATSWORTH		74.8
E 56 W 56	P						2.41	11.12	f 11.10	449.9		4.4 TO	NORTHRIDGE		79.2
E 38 W 44	P						2.49	11.20	11.15	454.1		4.2	RAYMER		83.4
103	P						2.57	11.28	11.20	458.4		4.3	HEWITT		87.7
Los Angeles yard 104	IP	PM 11.59	PM 5.35	PM 12.10	AM 4.30	AM 4.00	3.05	AM 11.36	11.26	462.7 471.6		4.3 TO	BURBANK JCT.	Double Track	92.0
	YP								f 11.28	472.1		0.5	BURBANK		92.5
	P								s 11.40	477.1		5.0	GLENDALE		97.5
	I									477.3		0.2	GLENDALE TOWER		97.7
	BKWOYP	12.25 AM	6.00 PM	12.35 PM	4.55 AM	4.25 AM	3.30 AM	12.05 PM		479.7		2.4 TO-R	LOS ANGELES YARD		100.1
Interlocking	I								11.49	480.6		0.9	DAYTON AVE. TOWER		101.0
									PM 11.54	481.9		1.3	EAST BANK JCT.		102.3
	I									482.1		0.2	MISSION TOWER		102.5
	BKWIYP								s 12.01 AM	482.8		0.7 TO-R	LOS ANGELES LAUPT		103.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily				(103.2)		
		(0.26) 18.69	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44	(0.25) 19.44	(4.05) 25.27	(4.40) 22.11	(3.36) 30.98				..........Time over District.......... ....Average Speed per Hour........		

RULE 5. Schedule time and train-order time at Burbank Jct. apply at end of double track.

RULES 86 and 93. Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
72	Los Angeles Yard.	....	D. H. trainmen and enginemen	Daily

No. 72 Vega—Stop to dispatch mail.

VENTURA SUBDIVISION

	Timetable No. 184 June 2, 1946		Distance from Los Angeles	WESTWARD						
				SECOND CLASS	THIRD CLASS					
				447 V. M. W.	831 Freight	803 Freight	833 Freight	805 Freight	807 Freight	801 Freight
	STATIONS			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block System	TO-R SANTA BARBARA 1.2	D. T.	103.2		AM 3.37		PM 12.45			
	EAST SANTA BARBARA 5.4		102.0		3.30		12.39			
	ORTEGA 3.9		96.6		3.20		12.29			
	TO CARPINTERIA 7.4		92.7		3.06		12.21			
	SEACLIFF 7.7		85.3		2.49		12.04 PM			
	VENTURA JCT. 0.9		76.6							
	TO VENTURA 5.0		75.7		2.32		11.47 AM			
	MONTALVO 4.6		70.7		2.24		11.39			
	TO OXNARD 4.3		66.1		2.15		11.30			
	LEESDALE 4.5		61.8		2.01		11.15			
	TO CAMARILLO 3.2		57.3		1.54		11.08			
	SOMIS 3.1		54.1		1.49		11.03			
	LAGOL 4.2		51.0		1.44		10.58			
	TO MOORPARK 5.1		46.8		**1.37**		10.51			
	STRATHEARN 5.3		41.7		1.29		10.43			
	TO SANTA SUSANA 3.5		36.4		1.21		**10.35**			
	HASSON 4.5		32.9		1.15		10.15			
	TO CHATSWORTH 4.4		28.4		1.04		10.04			
	TO NORTHRIDGE 4.2		24.0		12.57		9.57			
	RAYMER 4.3		19.8		12.49		9.49			
	HEWITT 4.3		15.5		12.40		9.40			
	TO BURBANK JCT. 0.5	Double Track	11.2	PM 8.30	12.30	AM 6.45	9.30	PM 12.25	PM 6.40	AM 12.05
	BURBANK 5.0		10.7							
	GLENDALE 0.2		5.7							
	GLENDALE TOWER 2.4		5.5							
	TO-R LOS ANGELES YARD 0.9		3.1	8.10 PM	12.01 AM	6.20 AM	9.00 AM	12.01 PM	6.15 PM	11.40 PM
	DAYTON AVE. TOWER 1.3		2.2							
	EAST BANK JCT. 0.2		0.9							
	MISSION TOWER 0.7		0.7							
	TO-R LOS ANGELES LAUPT		0.0							
	(103.2)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(0.20) 24.30	(3.36) 28.66	(0.25) 19.44	(3.45) 27.52	(0.24) 20.25	(0.25) 19.44	(0.25) 19.44

RULE 5. Schedule time and train-order time at Burbank Jct. apply at end of double track.

RULES 86 AND 93. Between Santa Barbara and Burbank Jct., second and inferior class trains, extra trains and engines, except trains handling passenger equipment only, must clear the time of Nos. 96, 97, 98 and 99 not less than 10 minutes, and must be clear of main track and insulated joints at meeting and passing points for Nos. 96, 97, 98 and 99.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4 or 6 will, if signal does not clear, call signal operator on telephone located on signal bridge.

Westward freight trains approaching Tunnel 26 at less than 12 MPH must stop and double to Hasson.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Summerland..... (Spur)	376.2	20
Wave.......... (Siding)	383.4	40 P
Punta.......... (Siding)	385.7	39 P
Dulah.......... (Siding)	392.9	29 P
Lemon...............	400.2	15
El Rio.......... (Spur)	405.6	12
Simi............ (Spur)	433.5	20
Vega............ (Spur)	460.5	..
Sepulveda....... (Spur)	474.3	10
West Glendale... (Spur)	475.0	12
Arroyo Jct............	478.5	..
Industrial....... (Spur)	477.9	22
Taylor...............	479.3	..
Glendale Jct..........	481.5	..

POMONA SUBDIVISION

EASTWARD

Timetable No. 184

June 2, 1946

Capacity of sidings in car lengths		FIRST CLASS						Mile Post Location				STATIONS	
		48	6	44	370	2	4						
		Mail and Express	Argonaut	Californian	A. O. N.	Sunset Limited	Golden State Limited						
		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily						
Los Angeles yard	BKWOYP				PM 7.40			479.7	Automatic Block System	TO-R		LOS ANGELES YARD	Double Track
	BKWIYP	PM 9.10	PM 8.20	PM 8.00		PM 12.30	AM 11.15	481.9		TO-R	1.5	LOS ANGELES LAUPT	
	I	9.14	8.24	8.04	7.55	12.34	11.19	482.6			0.7	MISSION TOWER	
		9.15	8.25	8.05	7.56	12.35	11.20	482.8			0.2	TAYLOR JCT.	
	P	s 9.30	s 8.40	s 8.20	8.08	s 12.50	s 11.34	487.7		TO	4.9	ALHAMBRA	
83	P	9.36	8.45	8.25	8.13	12.55	11.37	490.6			2.9	SAN GABRIEL	
140	P	9.41	8.50	8.30	8.19	1.00	11.41	494.6			4.0	EL MONTE	
	I							495.0			0.4	EL MONTE TOWER	
125	WP	9.46	8.55	8.35	8.22	1.04	11.44	497.3		TO	2.3	BASSETT	
75	P	9.51	8.59	8.39	8.26	1.08	11.48	500.7		TO	3.4	PUENTE	
66	P	9.55	9.03	8.43	8.29	1.12	11.51	503.5			2.8	MARNE	
122	P	9.59	9.07	8.47	8.33	1.16	11.55	506.8		TO	3.3	WALNUT	
67	P	10.04	9.12	8.52	8.37	1.21	AM 11.59	510.7			3.9	SPADRA	
Yard Limits 299	BKWTP	s 10.20	s 9.20	f 9.01	8.43	1.27	PM 12.05	514.3		TO	3.6	POMONA	
128	P	10.25	9.25	9.06	8.48	1.32	12.10	517.8			3.5	NAROD	
Yard Limits 117	P	s 10.32	f 9.30	9.11	8.52	1.36	12.14	520.2		TO	2.4	ONTARIO	
65	WP	10.36	9.34	9.15	8.56	1.40	12.18	523.8			3.6	GUASTI	
75	P	10.41	9.38	9.19	9.00	1.44	12.22	527.5			3.7	KAISER	
125	YP	10.44	9.41	9.22	9.03	1.47	12.25	529.7		TO	2.2	SOUTH FONTANA	
65	P							532.1			2.4	AILSA	
111	P	10.50	9.46	9.28	9.08	1.52	12.30	534.7		TO	2.6	BLOOMINGTON	
	I							538.7			4.0	COLTON TOWER	
Colton yard	BKWOTYP	s 11.01 PM	s 9.54 PM	s 9.37 PM	9.16 PM	s 2.00 PM	s 12.38 PM	539.0		TO-R	0.3	COLTON	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily					(57.1)	
		(1.51)	(1.34)	(1.37)	(1.36)	(1.30)	(1.23)					Time over District	
		30.86	36.44	35.31	36.62	38.06	41.27					Average Speed per Hour	

RULE 5. Schedule time and train-order time apply as follows: Eastward trains at Alhambra, at end of double track. First-class trains at Pomona, at passenger siding.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
4	Pomona	El Paso and East		Daily
2	Pomona	El Paso and East		Daily
44	El Monte, Ontario	East of Wellton		Daily
6	El Monte	Yuma		Daily

WESTWARD

FIRST CLASS

	Timetable No. 184 June 2, 1946 STATIONS		Distance from Colton	47 Mail and Express Arrive Daily	5 Argonaut Arrive Daily	43 Californian Arrive Daily	1 Sunset Limited Arrive Daily	3 Golden State Limited Arrive Daily
Automatic Block System	TO-R **LOS ANGELES YARD** 1.5	Double Track	58.6					
	TO-R **LOS ANGELES LAUPT** 0.7		57.1	AM s 1.45	AM s 7.00	AM s 7.10	AM s 9.25	PM s 8.45
	MISSION TOWER 0.2		56.4					
	TAYLOR JCT. 4.9		56.2					
	TO **ALHAMBRA** 2.9		51.3	s 1.20	s 6.30	s 6.41	s 9.04	s 8.19
	SAN GABRIEL 4.0		58.4	1.14	6.21	6.35	8.59	**8.13**
	EL MONTE 0.4		44.4	f 1.09	6.15	6.30	8.54	8.08
	EL MONTE TOWER 2.3		44.0					
	TO **BASSETT** 3.4		41.7	1.04	6.08	6.24	8.50	8.03
	TO **PUENTE** 2.8		38.3	1.00	6.03	6.20	8.46	7.59
	MARNE 3.3		35.5	12.56	5.58	6.16	8.42	7.55
	TO **WALNUT** 3.9		32.2	**12.52**	5.53	6.12	8.38	7.51
	SPADRA 3.6		28.3	12.47	5.47	6.07	**8.33**	7.46
	TO **POMONA** 3.5		24.7	s 12.42	s 5.40	f 6.02	8.29	7.42
	NAROD 2.4		21.2	12.36	5.32	5.56	8.23	7.37
	TO **ONTARIO** 3.6		18.8	s 12.31	f 5.26	f 5.51	8.20	7.34
	GUASTI 3.7		15.2	12.26	5.20	5.46	8.15	7.30
	KAISER 2.2		11.5	12.22	5.14	5.42	8.11	7.26
	TO **SOUTH FONTANA** 2.4		9.3	12.19	5.10	5.39	8.08	7.23
	AILSA 2.6		6.9	**12.16**	5.05	5.36	8.05	7.20
	TO **BLOOMINGTON** 4.0		4.3	12.13	5.00	5.33	8.02	7.17
	COLTON TOWER 0.3		0.3					
	TO-R **COLTON**		0.0	12.05 AM	4.50 AM	5.25 AM	7.55 AM	7.10 PM
	(57.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour			(1.40) 34.26	(2.10) 26.35	(1.45) 32.62	(1.30) 38.06	(1.35) 36.06

RULE 5. Schedule time and train-order time apply as follows: Eastward trains at Alhambra, at end of double track. First-class trains at Pomona, at passenger siding.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
5	El Monte		Wellton	Daily
43	El Monte		Wellton	Daily
1	Pomona		El Paso	Daily
3	Pomona		El Paso	Daily

No. 43 stop on flag Puente to receive U. S. registered mail.

POMONA SUBDIVISION

Capacity of sidings in car lengths					EASTWARD SECOND CLASS 830 Freight	 828 Freight	 826 Freight	 824 Freight	 822 Freight	Mile Post Location		Timetable No. 184 June 2, 1946 STATIONS		Distance from Los Angeles
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Los Angeles yard BKWOYP					PM 11.30	PM 9.45	PM 2.50	AM 7.00	AM 1.30	479.7	Automatic Block System	TO-R **LOS ANGELES YARD**	Double Track	1.5
BKWIYP										481.9		1.5 TO-R **LOS ANGELES LAUPT**		0.0
I										482.6		0.7 **MISSION TOWER**		0.7
										482.8		0.2 **TAYLOR JCT.**		0.9
P					AM 12.01	10.15	3.20	7.30	2.00	487.7		4.9 TO **ALHAMBRA**		5.8
83 P					12.07	10.21	3.26	7.36	2.06	490.6		2.9 **SAN GABRIEL**		8.7
140 P					12.15	10.29	3.34	7.44	2.14	494.6		4.0 **EL MONTE**		12.7
I										495.0		0.4 **EL MONTE TOWER**		13.1
125 WP					12.20	10.34	3.39	7.49	2.19	497.3		2.3 TO **BASSETT**		15.4
75 P					12.26	10.40	3.45	7.55	**2.25**	500.7		3.4 TO **PUENTE**		18.8
66 P					12.34	10.47	3.52	8.03	2.35	503.5		2.8 **MARNE**		21.6
122 P					**12.52**	10.55	4.00	8.12	2.50	506.8		3.3 TO **WALNUT**		24.9
67 P					1.08	11.05	4.10	**8.33**	3.05	510.7		3.9 **SPADRA**		28.8
Yard Limits 299 BKWTP					1.35	11.19	4.22	8.55	3.21	514.3		3.6 TO **POMONA**		32.4
128 P					**1.45**	11.29	4.41	9.05	3.32	517.8		3.5 **NAROD**		35.9
Yard Limits 117 P					1.55	11.39	4.50	9.15	3.45	520.2		2.4 TO **ONTARIO**		38.3
65 WP					2.03	11.47	5.00	**9.24**	3.55	523.8		3.6 **GUASTI**		41.9
75 P					2.12	PM 11.56	5.07	9.30	4.03	527.5		3.7 **KAISER**		45.6
125 YP					2.17	AM 12.01	**5.12**	9.35	4.09	529.7		2.2 TO **SOUTH FONTANA**		47.8
65 P					2.27	**12.16**	5.22	9.40	4.19	532.1		2.4 **AILSA**		50.2
111 P					2.36	12.30	5.31	9.45	4.28	534.7		2.6 TO **BLOOMINGTON**		52.8
I										538.7		4.0 **COLTON TOWER**		56.8
Colton yard BKWOTYP					2.50 AM	**12.45** AM	5.50 PM	10.00 AM	4.45 AM	539.0		0.3 TO-R **COLTON**		57.1
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(57.1)		
					(3.20) 17.58	(3.00) 19.53	(3.00) 19.53	(3.00) 19.53	(3.15) 18.03			............Time over District............ ....Average Speed per Hour.........		

RULE 5. Schedule time and train-order time apply as follows:
Eastward trains at Alhambra, at end of double track.
First-class trains at Pomona, at passenger siding.

Between Mission Tower and Dayton Ave. Tower, via East Bank Jct., trains or engines may use main tracks, in either direction, being governed by signal indication.

Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

POMONA SUBDIVISION

WESTWARD

THIRD CLASS

Timetable No. 184

June 2, 1946

Distance from Los Angeles	Mile Post Location		STATIONS		Distance from Colton	821 Freight	823 Freight	825 Freight
						Arrive Daily	Arrive Daily	Arrive Daily
1.5	479.7	Automatic Block System	TO-R **LOS ANGELES YARD** 1.5	Double Track	58.6	AM 3.30	AM 11.15	PM 7.15
0.0	481.9		TO-R **LOS ANGELES LAUPT** 0.7		57.1			
0.7	482.6		**MISSION TOWER** 0.2		56.4			
0.9	482.8		**TAYLOR JCT.** 4.9		56.2			
5.8	487.7		TO **ALHAMBRA** 2.9		51.3	2.58	10.44	6.45
8.7	490.6		**SAN GABRIEL** 4.0		48.4	2.50	10.36	6.37
12.7	494.6		**EL MONTE** 0.4		44.4	2.42	10.28	6.29
13.1	495.0		**EL MONTE TOWER** 2.3		44.0			
15.4	497.3		TO **BASSETT** 3.4		41.7	2.32	10.18	6.19
18.8	500.7		TO **PUENTE** 2.8		38.3	**2.25**	10.12	6.13
21.6	503.5		**MARNE** 3.3		35.5	2.13	10.06	6.07
24.9	506.8		TO **WALNUT** 3.9		32.2	2.07	10.00	6.01
28.	510.7		**SPADRA** 3.6		28.3	1.59	9.52	5.53
32.4	514.3		TO **POMONA** 3.5		24.7	1.52	9.45	5.46
35.	517.8		**NAROD** 2.4		21.2	**1.45**	9.38	5.39
38.	520.2		TO **ONTARIO** 3.6		18.8	1.38	9.31	5.32
41.	523.8		**GUASTI** 3.7		15.2	1.31	**9.24**	5.25
45.	527.5		**KAISER** 2.2		11.5	1.24	9.09	5.18
47.	529.7		TO **SOUTH FONTANA** 2.4		9.3	1.18	9.03	**5.12**
50.	532.1		**AILSA** 2.6		6.9	1.12	8.57	4.57
52.	534.7		TO **BLOOMINGTON** 4.0		4.3	1.05	8.50	4.50
56.	538.7		**COLTON TOWER** 0.3		0.3			
57.	539.0		TO-R **COLTON**		0.0	**12.45** AM	8.30 AM	4.30 PM
			(57.1)			Leave Daily	Leave Daily	Leave Daily
			Time over District			(2.45)	(2.45)	(2.45)
			Average Speed per Hour			21.30	21.30	21.30

RULE 5. Schedule time and train-order time apply as follows:
Eastward trains at Alhambra, at end of double track.
First-class trains at Pomona, at passenger siding.

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Trains or engines stopped by interlocking signals at signal bridges 3, 4, or 6, will, if signal does not clear, call signal operator on telephone located on signal bridge.

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Aurant................	484.6	91
Stoneman.......(Spur)	489.3	14
Rudell.........(Spur)	491.7	9
Benton.........(Spur)	508.1	12
Racimo.........(Spur)	522.4	14

EASTWARD

Capacity of sidings in car lengths		FIRST CLASS 48 Mail and Express	6 Argonaut	44 Californian	370 A. O. N.	2 Sunset Limited	4 Golden State Limited	Mile Post Location	Timetable No. 184 June 2, 1946	Distance from Colton
		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun.	Leave Daily	Leave Daily		STATIONS	
Colton yard	BKWOTYP	PM 11.06	PM 9.59	PM 9.42	PM 9.21	PM 2.05	PM 12.43	539.0	TO-R **COLTON**	0.0
258	P							542.6	3.6 **LOMA LINDA**	3.6
	P							544.5	1.9 **BRYN MAWR**	5.5
120	P	f11.18	f10.11	9.54		2.16	12.53	546.3	1.8 **REDLANDS**	7.3
126	P							549.1	2.8 **ORDWAY**	10.1
115	WP							552.7	3.6 **EL CASCO**	13.7
122	P							557.2	4.5 **HINDA**	18.2
119	P							559.7	2.5 **NICKLIN**	20.7
245	WKOYP	PM s11.50	f10.43	10.26		s 2.47	1.23	562.0	2.3 **BEAUMONT**	23.0
130	P							565.5	3.5 **PERSHING**	26.5
110	P	AM s12.01	f10.55	10.37		2.58	1.34	568.2	2.7 **BANNING**	29.2
120	P							571.5	3.3 **OWL**	32.5
123 127	WP	s						574.1	2.6 **CABAZON**	35.1
120	P							576.2	2.1 **MONS**	37.2
118	P							578.6	2.4 **FINGAL**	39.6
108	WP	s12.30	PM f11.20	f11.01		f 3.20	f 1.55	582.6	4.0 **PALM SPRINGS**	43.6
118	P							585.4	2.8 **HUGO**	46.4
65 109	WYP							588.1	2.7 **GARNET**	49.1
120	P							591.6	3.5 **SALVIA**	52.6
121	P							595.1	3.5 **RIMLON**	56.1
108	P	s						599.0	3.9 **EDOM**	60.0
120	P							601.5	2.5 **DRY CAMP**	62.5
129	P							606.5	5.0 **MYOMA**	67.5
Indio yd.		s 1.10 AM	s12.05 AM	s11.36 PM	11.06 PM	s 3.54 PM	s 2.29 PM	610.9	4.4 TO-R **INDIO**	71.9
	BKWOYP							611.3	0.4 TO-R **INDIO YARD**	72.3
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun.	Arrive Daily	Arrive Daily		(72.3)	
		(2.04) 34.98	(2.06) 34.23	(1.54) 37.84	(1.45) 41.08	(1.49) 39.57	(1.46) 40.69		Time over District Average Speed per Hour	

Automatic Block System

Centralized Traffic Control

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
4	Beaumont	El Paso		Daily
44	Redlands, Beaumont, Banning	East of Wellton		Daily
44	Beaumont, Banning		Los Angeles	Daily

No. 44 passing Beaumont and Banning reduce speed sufficiently to permit throwing U. S. Mail in mail car.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Haig . . . . (Spur)	555.7	19

WESTWARD

FIRST CLASS

Timetable No. 184

June 2, 1946

Distance from Colton	Mile Post Location			STATIONS	Distance from Indio Yard	5	43	1	3	47
						Argonaut	Californian	Sunset Limited	Golden State Limited	Mail and Express
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
0.0	539.0	Automatic Block System Centralized Traffic Control	TO-R	COLTON 3.6	72.3	AM s 4.40	AM s 5.15	AM s 7.50	PM s 7.05	PM s 11.57
3.6	542.6			LOMA LINDA 1.9	68.7					
5.5	544.5			BRYN MAWR 1.8	66.8					
7.3	546.3			REDLANDS 2.8	65.0	f 4.25	5.00	7.39	6.54	11.45
10.1	549.1			ORDWAY 3.6	62.2					
13.7	552.7			EL CASCO 4.5	58.6					
18.2	557.2			HINDA 2.5	54.1					
20.7	559.7			NICKLIN 2.3	51.6					
23.0	562.0			BEAUMONT 3.5	49.3	f 3.50	4.25	s 7.07	6.32	s 11.13
26.5	565.5			PERSHING 2.7	45.8					
29.2	568.2			BANNING 3.3	43.1	f 3.30	4.10	6.54	6.19	s 10.55
32.5	571.5			OWL 2.6	39.8					
35.1	574.1			CABAZON 2.1	37.2					f
37.2	576.2			MONS 2.4	35.1					
39.6	578.6			FINGAL 4.0	32.7					
43.6	582.6			PALM SPRINGS 2.8	28.7	f 3.00	f 3.45	f 6.32	f 5.58	s 10.16
46.4	585.4			HUGO 2.7	25.9					
49.1	588.1			GARNET 3.5	23.2					
52.6	591.6			SALVIA 3.5	19.7					
56.1	595.1			RIMLON 3.9	16.2					
60.0	599.0			EDOM 2.5	12.3					f
62.5	601.5			DRY CAMP 5.0	9.8					
67.5	606.5			MYOMA 4.4	4.8					
71.9	610.9		TO-R	INDIO 0.4	0.4	2.10 AM	3.00 AM	5.54 AM	5.20 PM	9.31 PM
72.3	611.3		TO-R	INDIO YARD	0.0					
				(72.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				Time over District		(2.30)	(2.15)	(1.56)	(1.45)	(2.26)
				Average Speed per Hour		28.76	31.95	37.18	41.08	29.71

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
43	Banning Beaumont	Los Angeles	Wellton	Daily
43	Redlands		Wellton	Daily
3	Beaumont		El Paso	Daily

No. 43 passing Banning and Beaumont reduce speed sufficiently to permit throwing U. S. Mail in mail car.

SALTON SUBDIVISION

EASTWARD

FIRST CLASS

Timetable No. 184
June 2, 1946

Capacity of sidings in car lengths		44 Californian Leave Daily	370 A. O. N. Leave Daily Ex. Sat., Sun.	2 Sunset Limited Leave Daily	4 Golden State Limited Leave Daily	48 Mail and Express Leave Daily	6 Argonaut Leave Daily	362 San Diego Passenger Leave Daily	Mile Post Location			STATIONS	Distance from Indio
Indio yard	BKWOYP	PM 11.41	PM 11.15	PM 3.59	PM 2.34	AM 1.15	AM 12.10		610.9	TO-R		INDIO	0.0
									611.3	TO-R	0.4	INDIO YARD	0.4
		11.44	11.18	4.02	2.37	1.18	12.13		612.3	TO-R	1.0	EAST INDIO	1.4
82	P	f 11.47	11.21	4.05	2.40	f 1.21	**12.16**		614.4		2.1	COACHELLA	3.5
120	P	**11.51**	11.25	4.09	2.44	f 1.25	12.20		618.0	TO	3.6	THERMAL	7.1
140	WP	PM 11.57	**11.31**	4.15	2.50	f 1.31	12.26		624.1	TO	6.1	MECCA	13.2
134	P	AM 12.02	11.36	4.20	2.55	**1.36**	12.31		628.8		4.7	CALEB	17.9
131	P	12.07	11.41	4.25	3.00	1.41	12.36		633.3	TO	4.5	MORTMAR	22.4
102	P	12.12	11.46	4.30	3.05	1.46	12.42		637.8		4.5	SALTON	26.9
66	P	12.17	11.51	**4.40**	3.09	1.51	12.47		642.1		4.3	DURMID	31.2
103	P	12.22	PM 11.56	4.45	3.14	1.56	12.52		646.8	TO	4.7	BERTRAM	35.9
100	P	12.27	AM 12.01	4.49	3.18	**2.05**	12.57		651.1		4.3	POPE	40.2
134	P	12.32	12.06	4.54	3.23	2.10	**1.05**		655.6		4.5	FRINK	44.7
105	P	12.37	12.11	4.59	3.28	2.15	1.13		660.1	TO	4.5	WISTER	49.2
68	P	12.41	12.15	5.03	3.32	2.19	1.18		663.5		3.4	MUNDO	52.6
Yard Limits 148	BKWOYP	s **12.51**	12.30	**5.11**	3.39	s 2.30	f 1.30		667.5	TO-R	4.0	NILAND	56.6
64	P	12.56	**12.35**	5.16	3.44	2.35	**1.36**		671.7		4.2	FLOWING WELL	60.8
111	P	1.02	12.40	5.22	3.50	2.41	1.42		674.4		2.7	IRIS	63.5
132	P	1.08	12.45	5.27	**3.55**	2.47	1.48		678.5		4.1	TORTUGA	67.6
101	WP	**1.21**	12.51	5.33	**4.01**	2.53	1.54		684.6	TO	6.1	AMOS	73.7
68	P	1.27	12.57	5.39	4.07	2.59	2.00		690.1		5.5	ACOLITA	79.2
102	P	1.33	1.03	5.45	4.13	3.05	2.06		695.6		5.5	MESQUITE	84.7
128	P	1.39	**1.06**	5.48	4.16	f 3.10	2.10		698.1	TO	2.5	GLAMIS	87.2
101	P	1.46	1.12	5.53	4.21	3.15	2.16		703.0		4.9	RUTHVEN	92.1
63	P	1.54	1.20	5.59	4.28	3.22	2.23		709.4		6.4	CLYDE	98.5
127	P	2.01	1.25	6.03	4.32	3.25	2.27		712.3		2.9	CACTUS	101.4
99	P	2.08	1.32	6.08	4.36	f **3.30**	2.32		716.6	TO	4.3	OGILBY	105.7
130	P	2.15	1.42	6.14	4.43	**3.42**	2.39		722.7		6.1	KNOB	111.8
	P	2.22	1.50	6.19	4.48	3.49	**2.45**	AM 1.45	726.1		3.4	ARAZ JCT.	115.2
	P								727.0	TO	0.9	ARAZ	116.1
Yuma yard									731.9		4.9	COLORADO	121.0
	BKWOTYP	s 2.35 AM	s 2.10 AM	s 6.30 PM	s 5.01 PM	s 4.00 AM	s 3.00 AM	s 2.00 AM	732.7	TO-R	0.8	YUMA	121.8
		Arrive Daily	Arrive Daily Ex.Sun.,Mon	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(121.8)	
		(2.54) 42.00	(2.55) 41.76	(2.31) 48.30	(2.27) 49.71	(2.45) 44.29	(2.50) 42.98	(0.15) 26.40				Time over District Average Speed per Hour	

Automatic Block System (Indio to Yuma)

Double Track (Araz Jct. to Yuma)

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
6	Coachella, Thermal, Mecca	Wellton		Daily
4	Niland	El Paso		Daily
2	Niland	El Paso		Daily
44	Thermal, Mecca	Wellton		Daily

WESTWARD

Timetable No. 184

June 2, 1946

	STATIONS	Distance from Yuma	FIRST CLASS						SECOND CLASS			
			43 Californian	363 San Diego Passenger	1 Sunset Limited	3 Golden State Limited	47 Mail and Express	5 Argonaut	815 Freight	817 Freight	819 Freight	839 Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R	INDIO 0.4	121.8	AM s 2.50		AM s 5.49	PM s 5.15	PM s 9.21	AM s 1.55				
TO-R	INDIO YARD 1.0	121.4							AM 6.48	PM 12.04	PM 6.45	AM 12.30
TO-R	EAST INDIO 2.1	120.4										
	COACHELLA 3.6	118.3	f 2.45		5.44	5.10	f 9.15	1.51	6.36	11.54 AM	6.35	**12.16** AM
TO	THERMAL 6.1	114.7	2.41		5.40	5.06	f 9.12	1.48	6.30	11.48	6.29	**11.51** PM
TO	MECCA 4.7	108.6	2.35		5.34	5.00	f 9.05	1.41	6.21	11.39	6.20	**11.31**
	CALEB 4.5	103.9	2.30		5.29	4.55	8.59	**1.36**	6.14	11.33	6.13	11.13
TO	MORTMAR 4.5	99.4	2.25		5.24	4.50	8.54	1.29	6.07	11.26	6.06	11.06
	SALTON 4.3	94.9	2.20		5.19	4.45	8.49	1.24	6.00	11.19	5.59	10.59
	DURMID 4.7	90.6	2.15		5.14	**4.40**	8.44	1.19	5.53	11.12	5.52	10.52
TO	BERTRAM 4.3	85.9	2.10		5.09	4.35	8.38	1.14	5.46	11.05	5.45	10.45
	POPE 4.5	81.6	**2.05**		5.04	4.30	8.33	1.10	5.39	10.58	5.38	10.38
	FRINK 4.5	77.1	2.00		4.59	4.25	8.28	**1.05**	5.32	10.51	5.31	10.31
TO	WISTER 3.4	72.6	1.55		4.54	4.20	8.23	1.00	5.25	10.44	5.24	10.24
	MUNDO 4.0	69.2	1.50		4.50	4.16	8.19	12.56	5.19	10.37	5.18	10.17
TO-R	NILAND 4.2	65.2	s 1.45		4.46	4.11	s 8.13	f **12.51**	5.12	10.30	**5.11**	10.10
	FLOWING WELL 2.7	61.0	**1.36**		4.39	4.04	8.01	**12.35**	4.58	10.09	4.25	9.56
	IRIS 4.1	58.3	1.32		4.36	4.01	7.57	12.24	4.53	10.03	4.18	9.50
	TORTUGA 6.1	54.2	1.28		4.31	**3.55**	7.52	12.19	4.46	9.55	4.10	9.43
TO	AMOS 5.5	48.1	**1.21**		4.24	3.46	7.46	12.13	4.37	9.45	**4.01**	9.34
	ACOLITA 5.5	42.6	1.15		4.18	3.40	7.40	12.07	4.27	9.35	3.46	9.25
	MESQUITE 2.5	37.1	1.09		**4.12**	3.34	7.34	12.01 AM	**4.12**	9.25	3.37	9.17
TO	GLAMIS 4.9	34.6	**1.06**		4.09	**3.31**	7.31	11.58 PM	4.04	9.19	**3.31**	9.11
	RUTHVEN 6.4	29.7	1.00		4.04	3.26	7.26	11.53	3.55	9.09	3.08	9.04
	CLYDE 2.9	23.3	12.53		3.57	3.20	7.19	11.46	3.46	8.58	2.58	8.55
	CACTUS 4.3	20.4	12.49		3.54	3.17	7.15	11.42	3.36	8.50	2.50	8.48
TO	OGILBY 6.1	16.1	12.44		3.49	3.12	7.10	11.37	**3.30**	8.43	2.43	8.40
	KNOB 3.4	10.0	12.37		**3.42**	3.06	7.03	11.29	3.12	8.32	2.32	8.29
	ARAZ JCT. 0.9	6.6	12.31	AM 1.15	3.36	3.01	6.57	11.22	**2.45**	8.20	2.20	8.17
TO	ARAZ 4.9	5.7										
	COLORADO 0.8	0.8										
TO-R	YUMA	0.0	12.20 AM	1.00 AM	3.25 AM	2.50 PM	6.45 PM	11.10 PM	2.20 AM	8.00 AM	2.00 PM	8.00 PM
	(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District Average Speed per Hour		(2.30) 48.72	(0.15) 26.40	(2.24) 50.75	(2.25) 50.40	(2.36) 46.84	(2.45) 44.29	(4.28) 27.17	(4.04) 29.83	(4.45) 25.55	(4.30) 26.97

Automatic Block System

Double Track

RULES 86 and 93. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
5	Mecca, Thermal, Coachella		Wellton	Daily
43	Mecca, Thermal		Wellton	Daily
3	Niland		El Paso	Daily
1	Niland		El Paso	Daily

No. 47 stop if necessary to unload baggage and express Monday, Wednesday and Friday at Clyde, Iris and Flowing Well.

EASTWARD ↓ Timetable No. 184 WESTWARD

June 2, 1946

Ojai Branch

Capacity of sidings in car lengths	Mile Post Location	STATIONS	Distance from Ojai
Ventura Yard Limits P	397.3	**VENTURA JCT.**	15.0
		15.0	
WP	412.3	**OJAI**	0.0
		(15.0)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Chrisman............	399.0	12
Wadstrom............	400.3	19
Ortonville............	400.8	12
Weldons........(Spur)	402.4	3

EASTWARD ↓ Timetable No. 184 WESTWARD

June 2, 1946

Santa Paula Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Saugus
Yard Limits	YP	403.2		**MONTALVO**	45.5
				4.4	
56	P	407.6	TO	**SATICOY**	41.1
				7.1	
Yard Limits 44	WP	414.7	TO	**SANTA PAULA**	34.0
				9.8	
Yard Limits 36	BKP	424.5	TO-R	**FILLMORE**	24.2
				3.7	
32	P	428.2		**CAVIN**	20.5
				3.6	
	WP	431.8		**PIRU**	16.9
				12.3	
33	P	444.1		**NEWHALL RANCH**	4.6
				4.6	
E 103 Yard Limits W 93	WOIYP	448.7	TO-R	**SAUGUS**	0.0
				(45.5)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Kimball........(Spur)	404.5	15
Limco............	411.0	10
Haines............	411.3	33
Briggs..........(Spur)	413.3	17
Kevet..........(Spur)	415.9	8
Keith............	421.2	22
Sespe............	421.8	19
Buckhorn............	429.9	19
Camulos............	434.3	19

EASTWARD ↓ Timetable No. 184 WESTWARD

June 2, 1946

Burbank Branch

Capacity of sidings in car lengths		Mile Post Location		STATIONS	Distance from Burbank
	WYP	445.5	TO	**CHATSWORTH**	21.3
				9.6	
33		455.1		**ENCINO**	11.7
				3.3	
	W	458.4	See Note	**VAN NUYS**	8.4
				4.4	
		462.8		**NORTH HOLLYWOOD**	4.0
				4.0	
Yard Limits	YP	466.8		**BURBANK**	0.0
				(21.3)	

Joint track with Pacific Electric Ry. between MP 459.9 and North Hollywood. Movements governed by A-P. B. system—see special instructions.

Derail on U. S. Base Hospital spur, Encino, 20 feet from main track switch.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Canoga Park..........	449.2	35
Tarzana..........	453.4	26

Timetable No. 184

June 2, 1946

Pasadena Branch

Capacity of sidings in car lengths	Mile Post Location	EASTWARD ↓	STATIONS	WESTWARD ↑ Distance from Pasadena
L. A. yard P	487.7	TO	**ALHAMBRA**	4.8
			0.8	
	488.5		**PERy Crossing** (Stop)	4.0
			1.0	
I	489.5		**PERy Crossing**	3.0
			1.7	
	491.2		**RAYMOND HOTEL**	1.3
			1.3	
P	492.5		**PASADENA**	0.0
			(4.8)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
North Shorb.........	488.5	..
South Pasadena.........	489.9	..
Garfield Ave....(Spur)	490.6	8

Timetable No. 184

June 2, 1946

Covina Branch

Capacity of sidings in car lengths	Mile Post Location	EASTWARD ↓	STATIONS		WESTWARD ↑ Distance from Pomona
WP	497.3	TO	**BASSETT**		17.8
			3.6		
	500.9		**BALDWIN PARK**	Staff System	14.2
			4.2		
Yard Limits WP	505.1		**COVINA**		10.0
			2.3		
22	507.4		**CHARTER OAK**		7.7
			1.1		
	508.5		**LONE HILL**		6.6
			1.0		
32	509.5		**SAN DIMAS**		5.6
			2.4		
28	511.9		**LA VERNE**		3.2
			1.4		
	513.3		**GANESHA JCT.**		1.8
			1.8		
Yard Limits BKWTP	515.1	TO	**POMONA**		0.0
			(17.8)		

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Crushton.......(Spur)	501.4	6
Irwindale............	502.3	30
Lateen...........(Spur)	503.0	8
Azusa Ave............	504.1	24
Savoy................	506.7	8
Hobbs..........(Spur)	512.9	3

Timetable No. 184

June 2, 1946

Chino Branch

Capacity of sidings in car lengths	Mile Post Location	EASTWARD ↓	STATIONS	WESTWARD ↑ Distance from End of Track
Yard Limits BKWTP	514.3	TO	**POMONA**	5.7
			1.1	
I	515.4		**POMONA JCT. TOWER**	4.6
			4.6	
	520.0		**CHINO**	0.0
			(5.7)	

Timetable No. 184

June 2, 1946

Riverside Branch

Capacity of sidings in car lengths	Mile Post Location	EASTWARD ↓		STATIONS	WESTWARD ↑ Distance from Riverside
Colton yard BKWOTYP	539.0		TO	**COLTON**	7.2
				5.0	
I	544.0	See Note		**AT&SFRy Crossing**	2.2
				1.4	
	545.4			**RIVERSIDE JCT.**	0.8
				0.8	
Yard Limits P	546.2			**RIVERSIDE**	0.0
				(7.2)	

Track between MP 540.085 and MP 545.914 jointly used by SP and PERy trains.

See Special Instructions under Special Signals.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Grand Terrace........	541.2	2
Highgrove........	542.3	..
Orange Center........	543.3	..
Point of Rocks........	543.8	..
Iowa Ave........	544.2	5
Chicago Ave........	544.8	..

BEAUMONT SUBDIVISION

Capacity of sidings in car lengths		Mile Post Location (EAST-WARD ↓)	Timetable No. 184 June 2, 1946 Redlands Branch STATIONS	Distance from Crafton (WEST-WARD ↑)
	P	544.5	**BRYN MAWR**	6.9
			3.3	
Yard Limits	W	547.8	**REDLANDS, 2nd STREET**	3.6
			3.6	
Yard Limits		551.4	**CRAFTON**	0.0
			(6.9)	

ADDITIONAL STATIONS

NAME	Mile Post	Capac-ity
Motor Jct . . . . . . (Spur)	545.0	4
Warner . . . . (Spur)	549.9	2
Mentone . . . . (Spur)	550.5	7

FIRESTONE PARK SUBDIVISION

Capacity of sidings in car lengths		Mile Post Location (EAST-WARD ↓)		Timetable No. 184 June 2, 1946 San Pedro Branch STATIONS	Distance from San Pedro (WEST-WARD ↑)
L. A. yard	WYP	489.1	TO-R	**FIRESTONE PARK**	16.4
				2.7	
		491.8		**LYNWOOD**	13.7
				2.3	
55		494.1		**COMPTON**	11.4
				2.1	
	I	496.2		**DOMINGUEZ TOWER**	9.3
				3.8	
33		500.0		**WATSON**	5.5

Trackage east of Wilmington (Anaheim Boulevard) is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Wilmington (Anaheim Boulevard).

Capacity of sidings in car lengths		Mile Post Location		Stations	Distance from San Pedro
				1.0	
Yard Limits	I	501.0		**THENARD TOWER**	4.5
				0.4	
	IYP	501.4		**WILMINGTON (Anaheim Blvd.)**	4.1
				1.5	
	BKWOP	502.9	TO-R	**WILMINGTON**	2.6
				1.3	
	I	504.2		**SAN PEDRO DRAWBRIDGE**	1.3
				1.3	
		505.5		**SAN PEDRO**	0.0
				(16.4)	

ADDITIONAL STATIONS

NAME	Mile Post	Capac-ity
Southgate (Tweedy Blvd.)	490.3	. .
Elftman	497.7	52
Dolores	498.4	40
Blinnville	502.1	26

Capacity of sidings in car lengths		Mile Post Location (EAST-WARD ↓)	Timetable No. 184 June 2, 1946 Long Beach Branch STATIONS		Distance from Long Beach (WEST-WARD ↑)
Yard Limits	IYP	501.4	**WILMINGTON (Anaheim Blvd.)**		2.1
			0.4		
	I	501.8	**AT&SFRy Crossing**		1.7
			0.2		
	I	502.0	**UPRR Crossing**		1.5
			0.4		
		502.4	**PERy Crossing**	(Stop)	1.1
			1.1		
	P	503.5	**LONG BEACH**		0.0
			(2.1)		

Track between MP 501.8 and Long Beach jointly used by SP and AT&SFRy.

FIRESTONE PARK SUBDIVISION

Capacity of sidings in car lengths	EASTWARD Mile Post Location		Timetable No. 184 June 2, 1946 Santa Ana Branch STATIONS	WESTWARD Distance from Dyer
L. A. yard WYP	489.1	TO-R	**FIRESTONE PARK**	30.3
			3.0	
I	492.1		**SOUTHGATE (Atlantic Blvd.)**	27.3
			2.9	
	495.0	TO	**DOWNEY**	24.4
			9.4	
43	504.4		**BUENA PARK**	15.0
			4.6	
WYP	509.0		**WEST ANAHEIM**	10.4
			1.2	
	510.2	TO	**ANAHEIM**	9.2
			1.7	
P	511.9		**TUSTIN JCT.**	7.5
			5.1	
Yard Limits BKWOYP	517.0	TO-R	**SANTA ANA**	2.4
			2.4	
	519.4		**DYER**	0.0
			(30.3)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Ardmore........(Spur)	490.1	9
Norwalk............	499.1	..
Main St............	515.6	..

Capacity of sidings in car lengths	EASTWARD Mile Post Location	Timetable No. 184 June 2, 1946 Los Alamitos Branch STATIONS	WESTWARD Distance from Los Alamitos
Yard Limits WYP	509.0	**WEST ANAHEIM**	9.4
		4.6	
	513.6	**STANTON**	4.8
		0.5	
Y	514.1	**STANTON JCT.**	4.3
		4.3	
	518.4	**LOS ALAMITOS**	0.0
		(9.4)	

Capacity of sidings in car lengths	EASTWARD Mile Post Location	Timetable No. 184 June 2, 1946 Smeltzer Branch STATIONS	WESTWARD Distance from End of Track
Y	514.1	**STANTON JCT.**	6.4
		6.4	
	520.5	**WINTERSBURG**	0.0
		(6.4)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Westminster..........	517.4	
Smeltzer.............	519.5	..

Capacity of sidings in car lengths	EASTWARD Mile Post Location	Timetable No. 184 June 2, 1946 Tustin Branch STATIONS		WESTWARD Distance from Tustin
P	511.9	**TUSTIN JCT.**		10.5
		0.5		
I	512.4	**ANAHEIM TOWER**		10.0
		2.1		
	514.5	**MARLBORO**	C.T.C.	7.9
		7.9		
	522.4	**TUSTIN**		0.0
		(10.5)		

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from 450 feet west, to 650 feet east of AT&SFRy crossing at Marlboro, and signals under control of AT&SFRy dispatcher.

Approach circuits extend 150 feet in approach to absolute signals and may be identified by white stripe on rails. Cars must not be left on approach circuits while switching interchange tracks.

Authority for movement within C.T.C. limits if signals display stop indication, must be obtained from AT&SFRy dispatcher.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Villa Park...........	516.7	..
El Modena............	519.4	..

CALEXICO SUBDIVISION

		EASTWARD					Timetable No. 184 June 2, 1946		WESTWARD	
		SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS
Capacity of sidings in car lengths		452 S.D.&A.E. Mixed	362 San Diego Passenger	Mile Post Location			STATIONS	Distance from Calexico	363 San Diego Passenger	451 S.D.&A.E. Mixed
		Leave Daily Ex. Monday	Leave Daily						Arrive Daily	Arrive Daily Ex. Saturday
148	Yard Limits BKWOYP			667.5	Automatic Block System	TO-R	**NILAND**	41.0		
90	Yard Limits YP			675.7		TO-R	8.2 **CALIPATRIA**	32.8		
	Yard Limits BKWP			686.2		TO-R	10.5 **BRAWLEY**	22.3		
131	Yard Limits P			695.6		TO	9.4 **IMPERIAL**	12.9		
87	Yard Limits BKWYP	AM 6.15	PM 11.00	699.4		TO-R	3.8 **EL CENTRO**	9.1	AM s 3.45	PM s 6.50
69	Yard Limits P	f 6.30	f 11.07	704.0			4.6 **HEBER**	4.5	f 3.37	f 6.37
175	Yard Limits BKWOYP	s 6.40 AM	s 11.15 PM	708.5		TO-R	4.5 **CALEXICO**	0.0	3.30 AM	6.25 PM
		Arrive Daily Ex. Monday	Arrive Daily				(41.0)		Leave Daily	Leave Daily Ex. Saturday
		(0.25) 21.84	(0.15) 36.40				Time over District Average Speed per Hour		(0.15) 36.40	(0.25) 21.84

RULE 5. Schedule time and train-order time for first-class trains at Calexico apply at station sign.

SD&AE trains 362, 363, 451 and 452 use SP main track between junction switch and SP station, El Centro, moving with caution. Schedule time and train-order time for SD&AE trains applies at junction switch.

Engines using SD&AE main track within El Centro yard limits must clear No. 362 due to leave Wilsie 10:45 PM, and No. 363 due to leave El Centro 4:00 AM, and must avoid unnecessary delay to No. 452 due to leave Wilsie 5:40 AM and No. 451 due to leave El Centro 7:01 PM.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Estelle	672.0	..
Rockwood	681.0	..
Grape	690.3	..
Carlton (Spur)	691.3	33

Capacity of sidings in car lengths	EAST-WARD ↓ Mile Post Location		Timetable No. 184 June 2, 1946 Westmorland Branch STATIONS	WEST-WARD ↑ Distance from Westmorland
Yard Limits YP	675.7	TO	**CALIPATRIA**	12.6
	688.3		12.6 **WESTMORLAND**	0.0
			(12.6)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Verdant	679.1	..
Shamrock	680.6	..
Fondo	583.1	..

Capacity of sidings in car lengths	EAST-WARD ↓ Mile Post Location		Timetable No. 184 June 2, 1946 Sandia Branch STATIONS	WEST-WARD ↑ Distance from El Centro
Yard Limits YP	675.7	TO	**CALIPATRIA**	38.0
Yard Limits YP	703.5		27.8 **HOLTVILLE**	10.2
Yard Limits BKWYP	713.7	TO-R	10.2 **EL CENTRO**	0.0
			(38.0)	

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Turn	681.8	..
Munyon	686.8	..
Butters	689.4	11
Moss	689.8	..
Orita	691.7	..
Curlew	694.2	..
Sandia	697.5	..
Fuller (Spur)	699.4	9
Rico	704.5	..
Meloland	707.6	..

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Los Angeles	Baehr-Bakula, Inc., 103 Pacific Electric Bldg Geo. D. Davidson Co., 445 S. Spring St. O. H. Patzer, 2708 North Broadway Ralph Laraway, 1226 San Fernando Rd.		
Huntington Park	James Podmore	Colton	C. G. Miller
Glendale	John R. Leaney, 112 W. Broadway	Redlands	Howard S. Smith
		Banning	B. B. Felts
Temple City	J. A. Peters	Indio	C. M. Titus
Santa Ana	R. H. Ewert	Yuma	J. H. Huber
Oxnard	Jack Davis	Van Nuys	C. H. Berggren
Santa Barbara	H. V. Weirum	Ventura	G. J. Adamson
San Pedro	Perham's	Brawley	J. R. Cash
Long Beach	Leo Miller	El Centro	J. L. Bledsoe
Pasadena	J. Herbert Hall Co.	Calexico	E. E. Pinnell
Pasadena	Geo. W. Collis	Fillmore	Duard E. Goble
Alhambra	H. E. Wellman	San Bernardino	Hobart W. Hanf
Covina	J. Howard Boal	Riverside	F. S. Fisher
Pomona	W. R. Parsonage		

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

RULE 15. Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULE 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars, or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated tracks (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must be displayed. Employes placing such sign and locking switches, only are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen."

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions, such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 105. When switch of siding or other track to be entered must be thrown by employe on train, stop must be made to allow time for lining switch.

RULE 210 is modified to provide that when using revised train-order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm.

"The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'semi-automatic' and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509(F) or 509(J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added:

A train, if delayed in the block, must proceed with caution to the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding until light appears. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within C.T.C. limits dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "Unlocked".

Lock lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Within C.T.C. limits dispatcher must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

RULE 535. A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULES 705 and **707** are revised to read as follows:

"LETTER TYPE INDICATORS

"705. Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).

"M—Proceed on main track (Fig. 2).

"Other letters, or combinations of letters may be used.

"S-707. When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restrictions that may be imposed by automatic block or other signals.

"D-707. When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track and in either case train is thereby given superiority over all following trains to the point designated in timetable but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 825. When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

When cars are set out on grade not protected with derails they must be chained to rail.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on lower end of cars.

When necessary to move cars ahead of engine do not exceed 20 MPH.

RULE 837. Fifth paragraph is revised to read as follows:

Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 869. Trainmen must remain with their portion of train until it stops on designated track in yards.

Fourth or additional brakeman must ride near middle of portion of train assigned to them.

RULE 873. Sanders must not be operated within 150 feet of any power operated switch.

RULE 883. Engines must not be left standing unattended on any track where there is a possibility of their fouling the main track without being secured by a derailer. If no derail in the track on which engine is left standing, the engine must be secured by blocking or by leaving engine coupled to cars on which hand brakes are properly applied.

RULE 827. TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels, are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When practicable, trainman must ride rear platform or in rear car on all trains, in position, where he can observe fire that might be set from moving train, when passing through wooden lined tunnels and over long, open-deck wood trestles.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

MISCELLANEOUS

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses except eastward freight trains at Beaumont.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service.

21. Employes are warned that it is dangerous to ride on top or sides of cars while passing points where impaired clearance exists and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks	35
except SPMW 4044	25
On tangent branch tracks	25
On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks except:	25
(Relief outfits 7014 and 7025 must not be operated on any branch, except may be operated on Santa Paula Branch provided an empty 50-foot car is placed between crane and engine; and may be operated on San Pedro Branch to MP 504; on Santa Ana Branch to MP 492; and on Burbank Branch between Burbank and Canoga Park.)	
On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH. Wooden equipment must not be handled in regular passenger trains. Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed, except when caboose has steel wheels, may make speed permitted the engine when running light.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 370, 373 and 374 when those trains consist entirely of passenger equipment, or cars with steel wheels, including box cars with steel wheels, or caboose with steel wheels, except that maximum speed of 60 MPH must not be exceeded.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except engine 2470.

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed Trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train	Light	Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7, 100 to 107	40	40	40

Maximum speed of engines under following conditions running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to trains which consist of streamlined cars only (other than Lark equipment) with GS, P-7-10-12, or P-8 (except eng. 2470) class engines.

Exception: Eastward round yellow slow board at MP 475.13 will not apply to No. 52.

Slow boards to left of track:

Westward at MP 462.05, reading 75-65-40.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Saugus..........on Santa Paula Branch.
Burbank Jct......on Northridge line.
Burbank.........on Burbank Branch.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Ventura Jct......on Ojai Branch.
Montalvo........on Santa Paula Branch.
Chatsworth......on Burbank Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Burbank Jct.

RULE 82 (A). Trains to San Joaquin Division originating at Los Angeles or Los Angeles Yard must obtain San Joaquin Division clearance, and need not obtain Los Angeles Division clearance, and need not obtain clearance at Burbank Jct., if properly cleared by train-order signal.

Trains from San Joaquin Division need not obtain clearance at Burbank Jct., if properly cleared by train-order signal.

Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office, and deliver them to relieving crews at passenger station.

Light engines from Taylor roundhouse, Los Angeles Yard, to move via Dayton Ave. Tower to Burbank Jct., must obtain clearance at Los Angeles Yard before proceeding to Dayton Ave. Tower.

RULE 83. Identification may be made by eastward trains on double track between Santa Barbara and East Santa Barbara to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 83 (A). At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Ventura Subdivision.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Santa Barbara...First-class, and trains consisting of passenger equipment only.

When a regular train or section of schedule is checked at Los Angeles LAUPT it will not be necessary to obtain check of the same train at Burbank Jct. when moving to San Joaquin Division.

RULE 92. First sentence does not apply arriving Los Angeles LAUPT.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
369.16	Santa Barbara	373.71
397.13	Ventura	399.45
	" (Ojai Br.)	398.16
406.61	Oxnard	409.12
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
	" (Burbank Br.)	466.19
	" (Pasadena Br.)	488.24
	" (San Pedro Br.)	489.90
	" (Santa Ana Br.)	489.99
403.25	Montalvo (Santa Paula Br.)	404.83
423.54	Fillmore	425.62
412.57	Santa Paula	416.53
449.37	Saugus	451.64
448.17	" (Santa Paula Br.)	

Yard limit boards located to left of track:

Eastward on San Joaquin Division, Burbank Jct. at MP 471.20.

Trains and engines must not move against current of traffic on double track within Los Angeles yard limits, unless authorized by yardmaster or his representative, except that such movements may be made in the territory named below, as follows:

In either direction between Division Street and the connection at west end of "A" Yard, when proceed signal is given by switchtender at either limit, white flag or lamp.

Eastward from Division Street to Dayton Ave. Tower, when proceed signal is given by switchtender at Division Street, white flag or lamp.

Westward from Dayton Ave. Tower to Division Street, when interlocking signal indicates "Proceed".

Before such hand signal is given, or before interlocking signal is set to indicate "Proceed", switchtender or signal operator, as the case may be, must arrange with other switchtenders or signal operators in the territory over which movement is to be made, to prevent any other train or engine entering such track until the authorized movement against current of traffic is completed.

Approach west switch "A" unit, Los Angeles Yard on third track south of Glendale Tower with caution. Call for signal from switchtender. If not received train must be stopped west of spot board 100 feet west of Fletcher Drive. When train consists of over 71 cars switchtender will permit train to move ahead far enough for rear end to clear Glendale Tower interlocking limits, and crew must then cut Fletcher Drive crossing, pulling the lead cut sufficient distance to clear spot board 100 feet east of crossing.

Cars must not be left standing between spot boards unless member of crew protects vehicular traffic on crossing.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal — o — unless switches are lined for the route to be used and a proceed signal is received from switchtender.

RULE 95. Train orders issued by San Joaquin Division, under Form F reading to or from Burbank Jct., will apply over the Los Angeles Division into or out of Los Angeles Yard or Los Angeles.

Sections of schedules may display signals and operate from points within the Los Angeles Yard limits, except when originating at LAUPT or Los Angeles Yard, as instructed by the Chief Train Dispatcher, and obtain train-order authority for such operation on arrival at Burbank Jct.

RULE 97. Extra trains must not run via Santa Paula or Burbank branches unless train order so specifies.

RULE D-97 (A). Will apply between following points:

Santa Barbara and East Santa Barbara.
Burbank Jct. and Los Angeles.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.
Van Nuys—PERy (Must not exceed 8 MPH).

RULE 99 (C). Will apply on Santa Paula Branch.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison spur, MP 446.2 (Santa Paula Br.)-Telegraph road. (Movements to be made only during daylight hours.)
Limoneria spur at Limco—Telegraph road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.

Santa Barbara. Rear brakeman on westward trains stopped with rear car near Helena St. must remain behind train to protect traffic while slack is being taken in starting train. After starting train must move slowly until proceed signal is received, to permit brakeman to reach vestibule.

Camarillo. Switching movements over crossing at MP 416.6 must be protected by member of crew.

RULE 104. The normal position of rigid switches at junction points is as follows:

Ventura Jct.	Ojai Br., for Ventura line.
Montalvo	Santa Paula Br., for M.O.D. spur.
Chatsworth	Burbank Br., for siding.
North Hollywood	Burbank Br., for PERy main track.
MP 459.9	Burbank Br., for PERy main track.
Burbank	Burbank Br., for drill track.
Saugus	Santa Paula Br., for westward siding.
Ventura	Inside crossover switch west end team track, must be left lined for the straight track.

DERAILS IN MAIN TRACK

OJAI BRANCH

Ventura Jct.—250 feet east of junction switch.

Ojai—6 feet west of initial switch.

SANTA PAULA BRANCH

Montalvo—238 feet west of switch to M.O.D. track.

RULE 105. Oxnard—West switch to siding located at Signal 4078. Inside switch on siding must be left lined for drill track.

Northridge—Track north of main track is westward siding;
Track south of main track is eastward siding.

Raymer—Track north of main track is eastward siding;
Track south of main track is westward siding.

To avoid delay to opposing trains, eastward trains taking siding at Camarillo and Hasson; and westward trains at Oxnard and Ortega will stop back of the home signal until the switch is thrown to enter the siding.

RULE 221. Light will not be displayed in train-order signals on Santa Paula Branch except when train-order operator is on duty.

Los Angeles Yard is a train-order office only for trains originating.

RULE D-251. Will apply as follows:
On both tracks between Burbank Jct. and Los Angeles.

RULE 505. AUTOMATIC BLOCK SYSTEM

Eastward trains leaving end of double track from westward main track at East Santa Barbara will be governed by Signal P-3720.

Push buttons and lights on signals at east end of sidings at Ortega, Oxnard and Camarillo.

Push buttons on signals at west end of sidings at Camarillo and Hasson may be used to clear signals for a reverse movement on main track.

When stopped by Signals 4789, 4790, 4791 or 4793 Los Angeles Yard, trains and engines may proceed with caution, not exceeding 15 MPH, when signal received from switchtender, green flag by day, green light by night if signal does not clear.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3720	Spring switch, end double track, Santa Barbara	P-3721
P-3722	Spring switch, east end freight lead, Santa Barbara	P-3741
P-3774 P-3776	Spring switch, east end siding, Ortega	P-3773
P-4086 P-4088	Spring switch, east end siding, Oxnard	P-4089
P-4170 P-4172	Spring switch, east end siding, Camarillo	P-4173
	Spring switch, east end siding, Moorpark	P-4273
	Spring switch, east end siding, Hasson	P-4411
P-4452	Spring switch west end siding, Chatsworth	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through the switches:

Location		Normal Position	MPH
East Santa Barbara	End of double track	Westward track	25
East Santa Barbara	East end freight lead	Main track	15
Ortega	East switch of siding	Main track	15
Oxnard	East switch of siding	Main track	15
Camarillo	East switch of siding	Main track	15
Moorpark	East switch of siding	Main track	15
Hasson	East switch of siding	Main track	15
Chatsworth	West switch of siding	Main track	15

RULE 605. INTERLOCKING

Burbank Jct. Tower. To Mojave Subdivision or Los Angeles, —.
To Hewitt, — o o o o.
To siding, o o o o o.
To industrial lead, o — o.

Upper unit of three-unit interlocking signal at east interlocking limit on westward main track governs movement on main track to Mojave Subdivision. Center unit governs movement through crossover to Ventura Subdivision. Lower unit governs movement to Valley siding and Coast siding.

Upper unit of two-unit semi-automatic signal at west interlocking limit governs movement to eastward main track. Lower unit governs movement against current of traffic through interlocking limit, and also to General Water Heater spur.

Westward freight trains of over 30 cars must stop before fouling Alameda Ave., Burbank (MP 472.8) unless both arms on Signal 4723 are in proceed position, cutting crossings if blocked by train. Forward brakeman must go to telephone opposite Signal 4724 and communicate with signal operator Burbank Jct. Tower. If signal inoperative and authorized by signal operator to proceed, comply with Rule 509 or 509(F), as the case may be.

Glendale Tower. To or from lead unit "A", o o o o o.

Eastward freight trains held at Glendale Tower, and having Los Feliz Boulevard crossing cut, will, after receiving "Proceed" interlocking signal, couple up the crossing and during coupling operation may expect Glendale Tower to permit traffic, including Pacific Electric cars, to cross the tracks. As soon as train is recoupled and air pumped up, engineer will sound whistle. Glendale towerman will then place interlocking signal in "Proceed" position.

Dayton Ave. Tower. To Glendale or East Bank line, —.
To River Station Tower or "C" unit, o o o o o.
To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.
For movement against current of traffic, — o o o o.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

Mission Tower. To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank line, —.
To Roundhouse, — o — o.
To River Station Tower or AO spur, o o o o o.
To Brewery spur or Lacy Manufacturing Co., o o o —.
To Coach yard, o o o o —.
To Wilson Packing Co. lead, — o —.
To or from East Bank line or Alhambra, o — o o.
To Alhambra Ave. Coach yard lead, o o — o.
To Naud Jct. from East Bank line, o o — o o.
Against current of traffic, — o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:
200 feet west of Signal Bridge No. 3 on the East Bank line.
200 feet west of signal on eastward passenger track from East Bank line to LAUPT via Alhambra Ave.
200 feet east of first signal east of UPRR crossing on westward Alhambra Ave. main tracks.
200 feet east of first signal leaving Coach yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except, freight trains or switching drags only on East Bank line will remain west of Main Street when stopped by signal.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	4256	Moorpark	Proceed to east end siding.
S	4256	Moorpark	Enter siding.
M	4285	Moorpark	Proceed to west end siding.
S	4285	Moorpark	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK SYSTEM

MP 459.9—North Hollywood

Absolute-Permissive Block System between MP 459.9 and North Hollywood, Burbank Branch.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of siding at Ortega.

When necessary to leave cars on this siding, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

Santa Barbara—Cars placed on passenger station house track must be protected with skid. When skids are not in use they must be returned to proper location.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and SP tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and SP tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and SP tracks; on Team Track, most northerly track crossing Olive Avenue.

When necessary to double to Hasson, after first portion of train is secured with hand brakes, member of crew must remain with first cut while return for second cut is being made.

RULE 869. Trainmen must not ride on top of train while passing through Tunnel 26 between Hasson and Chatsworth.

RULE 827. TRAIN INSPECTION

On freight trains on all branches a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

Passenger trains making station stop at Santa Barbara and Oxnard will approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection, then walk length of train on opposite side, making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

At Santa Barbara, brakemen called for eastward extra sections of first-class schedules and extra passenger trains will station themselves to make rolling inspection both sides of train as train arrives. Forward brakeman then walk forward on station side making standing inspection.

RULE 828. Rolling inspection must be made on eastward freight trains at Santa Susana and on westward freight trains at Northridge. Unless trains stop at either of the two points for operating purposes, trains must reduce speed sufficiently to permit rolling inspection.

Floodlights west of west switch Santa Susana and Northridge may be lighted from switch on pole near the light. Not necessary to extinguish lights after inspection.

AIR BRAKE RULES

RULE 38. Exception: At Santa Barbara, engineers will use hand, instead of steam whistle signals. Trainmen will place themselves in a position to relay signals to the best advantage.

RULE 39. Running test must be made on eastward trains three miles west of Burbank Jct.

Running test need not be made approaching Glendale Tower.

Running test of trains leaving LAUPT must be made immediately after clearing Mission Tower interlocking.

MISCELLANEOUS

1. Eastward freight trains taking water at Santa Paula stop west of Tenth St. (at station) and cut engine off to take water.

4. Helper engines on freight trains must be placed in rear through Tunnel 26.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12	Santa Barbara—In old yard; Caboose track; Swamp; team track behind freight house; and must not back up through short crossovers at west end freight yard.
"	Summerland—House track.
"	Ortega—Oil spur beyond 800 feet from switch.
"	Carpinteria—Outfit spur; Mutual Citrus Assn. spur.
"	Seacliff—Team track beyond 200 feet from fouling point.
"	Ventura Jct.—Associated Oil spur.
"	Ventura—Juillard-Cockroft spur; Standard Oil spur; Sun Lbr. spur; Citizens Mill & Lbr. spur.
"	Oxnard—In yard of American Crystal Sugar Co.; beyond following points: Tracks 1 and 2, opposite scale house; Track 7, first switch at scale house; Tracks 8 and 9, 175 feet beyond switch between such tracks; Tracks 18 and 19, one engine length beyond first crossover between such tracks; Tracks 20, 21 and 22. Also, no engine permitted to use crossover between Tracks 19 and 20.
All engines	Oxnard—Track 3 at American Crystal Sugar Co.
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12	Leesdale—Team track, beyond fouling point.
"	Simi—Spur.
"	Santa Susana — Tapo spur; storage track.
All engines (and cars)	North Hollywood — House track east of derail.
AC-4 to 11, SP-Mt-GS-AM P-8-10-12	Limoneria—Spur.

Load limit (car and contents):

Ojai and Santa Paula Branches. . . . . .210,000 pounds.

Ventura Jct. AC class engines may use Ojai Branch between Ventura Jct. and MP 398, including Hobson spur and Water spur.

Oxnard. Road crossing 1670 feet east of west switch, Track 20 at American Crystal Sugar Co. must be kept clear.

Chatsworth. All classes may use Burbank Branch from Chatsworth to 1000 feet from junction switch.

Engines weighing over 200,000 pounds on drivers must not be double-headed on Santa Paula Branch.

Engines equipped with pilot plow, except Mt, and GS class, are prohibited from entering Los Angeles LAUPT, account impaired platform clearance.

High water may be anticipated at Bridge 427-B, one-half mile west of Cavin on Santa Paula Branch. Approach with caution, looking out for obstructions on track, and stopping if necessary to make examination before passing over.

29. Movements over Union Pacific tracks between Santa Fe overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank line) and connection switch Butte St. yard at Santa Fe Ave. 3550 feet west of Butte St. Jct., are governed by Union Pacific rules, timetables, special instructions, and bulletins.

Trainmen and enginemen operating over East Bank line of the Union Pacific Railroad must provide themselves with copy of Union Pacific Special Rules, and pamphlet indicating points of difference between Union Pacific and Southern Pacific operating rules, which may be secured at crew dispatchers' office Taylor yard and roundhouse; roundhouse foreman's office Alhambra Ave., and train order office LAUPT.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
396.61	West of Ventura Jct.	N. Fork Ventura River, bridge	Side
396.87	West of Ventura Jct.	Ventura River bridge	Side
408.0	Oxnard	Water column	Side
441.2	East of Hasson	Tunnel 26	Overhead
442.9	East of Hasson	Tunnel 27	Overhead
443.9	East of Hasson	Tunnel 28	Overhead
	(Santa Paula Branch)		
415.0	Santa Paula	Water tank	Side
415.4	East of Santa Paula	Santa Paula River bridge	Side
423.0	West of Fillmore	Sespe Creek bridge	Overhead & Side
432.2	East of Piru	Piru Creek bridge	Overhead & Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
On Limoneria spur, Limco, on tangent running forward	25
" on tangent backing	20
" on curves	10
On VC yard tracks, Oxnard, when shoving	10
Through any siding, crossover, turnout, or slip-switch with engine backing	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT		
		PASSENGER									FREIGHT AND MIXED							
		GS P (if CCB*) with streamlined cars only	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-8 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2, 3, 4, 5	Santa Barbara-Mission Tower via Raymer except	75	65	65	60	50	50	45	40	35	40	35	35	35	30	30	25
	*Santa Barbara, over street crossings	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	MP 370.70-MP 383.66 except	50	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25
	Over highway underpass, MP 372.75	50	50	50	50	45	50	45	40	35	35	35	35	35	30	30	25
	Over Cold Spring Creek bridge, 374.24	50	50	50	50	45	50	45	40	35	35	35	35	35	30	30	25
	Over Carpinteria Creek bridge 381.55	50	50	50	50	45	50	45	40	35	35	35	35	35	30	30	25
	MP 383.66-MP 387.70 Eastward	45	45	45	45	45	45	45	40	35	35	35	35	35	30	30	25
	Westward	45	45	45	45	45	45	45	40	35	35	30	30	30	30	30	25
	MP 387.70-MP 400.00, except	65	60	60	60	50	50	45	40	35	40	35	35	35	30	30	25
	Over Ventura River bridge 396.87	65	60	60	60	45	50	45	40	35	40	35	35	35	30	30	25
	*Ventura city limits, MP 397.08-MP 399.72	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
	MP 407.50-MP 408.00	25	25	25	25	25	25	25	25	25	20	25	25	25	25	20	20
	MP 418.00-MP 437.80	65	60	60	60	50	50	45	40	35	40	30	30	30	30	30	25
	MP 437.80-MP 440.90	60	60	60	60	50	50	45	40	35	35	35	35	35	30	30	25
	MP 440.90-MP 444.39	40	40	40	40	40	40	40	40	35	30	30	30	30	30	30	25
	MP 462.38-MP 462.70 Eastward	40	40	40	40	40	40	40	40	35	30	30	30	30	30	30	25
	Westward	35	35	35	35	35	35	35	35	35	30	30	30	30	30	30	25
	Through Crossover Burbank Jct. east of tower	30	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25
	Westward S. J. Division trains through Burbank Jct. interlocking	35	35	35	35	35	35	35	35	35	25	20	20	20	20	20	20
	MP 462.70-MP 475.88	50	50	50	50	45	45	45	40	35	35	35	35	35	30	30	25
	MP 475.88-MP 476.35	50	50	50	50	45	45	45	40	35	30	30	30	30	30	30	25
	MP 476.35-MP 477.34	50	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25
	MP 477.34-MP 480.37	40	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25
	Through switches, MP 478.98 and MP 480.60	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
	Dayton Ave. Tower-East Bank Jct., except	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	*Entering intersection, Main St., Los Angeles	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	East Bank Jct.-Mission Tower	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	East Bank Jct.-Taylor Jct	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

*Regulated by city ordinance.

Page No.	TERRITORY	PASSENGER	FREIGHT	Engines Backing
		Maximum	Freight and Mixed Maximum	
14	Ojai Branch, except	25	20	20
	Ventura city limits, MP 397.3-MP 398.29	10	10	10
	MP 407.00-MP 408.00	10	10	10
	Santa Paula Branch, except	30	25	25
	*Santa Paula city limits, MP 412.8-MP 415.3	15	15	15
	MP 431.62-MP 438.10	25	18	15
	MP 439.05-MP 439.41	25	18	15
	MP 440.93-MP 441.96	25	18	15
	MP 444.20-MP 444.84	30	18	18
	Over Santa Clara River bridge 446.16	25	25	25
	Burbank Branch, except	25	25	25
	Over Balboa Blvd. crossing, Encino	10	10	10

*Regulated by city ordinance.

VENTURA SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles and Santa Barbara—Via Oxnard	Saugus to Montalvo	Montalvo to Saugus	Ventura Jct. to Ojai	Burbank to Chatsworth Via Burbank Branch	Ojai to Ventura Jct. Chatsworth to Burbank Via Burbank Branch
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1000	4500	1700	700	800	2600
DES-100 to 107	1300 to 1395	1600	5700	2200	850	1500	3000
E-23	1500 and 1502	1300	4000	1340	380	950	4000
M-4	1617 to 1713	1700	5300	1800	570	1300	5300
M-6, 8	1721 to 1803, 1823 to 1825	2150	6200	2140	700	1550	6200
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2250	6550	2270	760	1650	6550
M-11	1832 to 1835	2350	6800	2370	790	1700	6800
T-1	2242 to 2271	1500	4500	1556	490	1100	4500
T-8, 9	2161, 2174 and 2178	1050	3250	1090	320	770	3250
T-23	2301 to 2310	2250	6500	2240	730	1600	6500
T-26	2283 to 2299	1900	5700	1950	610	1400	5700
T-28, 31	2311 to 2362	2450	7150	2480	820	1800	7150
T-32, 40	2363 to 2384	2450	7250	2520	830	1830	7250
T-36	2103	1650	4880	1670	560	1220	4800
T-37	2105 and 2106	2200	6500	2250	740	1630	6500
T-57, 58	2385 and 2386	2000	5850	2000	670	1470	5850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1950	5900	1980	590	1410	5900
P-1	2400, 2403 to 2407 and 2415	2050	6150	2080	620	1480	6150
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2250	6450	2180	660	1560	6450
P-6	2453, 2454 and 2458	2500	7250	2480	....	....	....
P-7	2476 and 2477	2650	7700	2660	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2750	8050	2720	....	....	....
P-8, 10	2475, 2484 to 2491	2850	8500	2880	....	....	....
P-11	3100 to 3109	2150	6300	2150	660	1540	6300
P-12	3120 to 3129	2950	8500	2870	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2700	7800	2700	911	1980	7800
C-15, 32	2500, 2505 to 2507	1700	5000	1750	590	1280	5000
C-17	2510 and 2511	2150	6150	2180	750	1600	6150
C-18	3400 to 3409	2500	7200	2530	870	1850	7200
C-19	3410 to 3426	2600	7500	2630	890	1920	7500
TW-1	2900 to 2913	2050	6000	2090	700	1520	6000
TW-2, 3	2932 to 2952	1650	4800	1670	540	1200	4800
TW-4, 6	2926 to 2931 and 2957	1550	4550	1570	500	1130	4550
TW-8	2914 to 2923	2250	6600	2300	770	1680	6600
A-3	3029	1500	4650	1540	430	1090	4650
A-3	3025, 3036, 3052 and 3057	1600	4900	1620	440	1140	4900
A-6	3000 to 3003	1850	5700	1900	560	1350	5700
Mk-2, 4	3201 to 3240	3200	8850	3050	....	....	....
Mk-5, 6	3241 to 3277	3500	10000	3470	....	....	....
Mk-7, 8, 9	3300 to 3324	3750	10900	3830	....	....	....
Mk-10	3295	2900	8400	2960	....	....	....
Mk-11	3297 and 3298	2800	8050	2840	....	....	....
F-1	3600 to 3652	3950	11300	3950	....	....	....
F-3	3653 to 3667	4500	13000	4580	....	....	....
F-4, 5	3668 to 3769	4800	13700	4810	....	....	....
AM-2	3900 to 3911	4500	13000	4560	....	....	....
MM-3	3930 and 3931	5300	15100	5290	....	....	....
AC-1, 2, 3	4000 to 4048	5500	15700	5540	....	....	....
AC-4, 5	4100 to 4125	6900	20500	7230	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	7300	....	....	....		
Mt-1, 3, 4, 5	4300 to 4376	3850	10700	3670	....	....	....
Mt-2	4385 to 4390	3900	11500	3990	....	....	....
GS-1, 2	4400 to 4415	3950	11500	3880	....	....	....
GS-3, 4, 5, 6	4416 to 4469	4100	12100	4090	....	....	....
SP-1, 2, 3	5000 to 5048	5500	19400	5390	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	3	6	3		
	45 Ms to 55 Ms	3	3	3	3		
	More than 55 Ms	0	0	0	0		

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10. Between Grand Terrace and Colton, signals must be placed on the right, facing westward.

RULE 10 (J). Slow boards to left of track:

Eastward		Reading	Westward	Reading
MP	513.05	40	494.45	65-40
	514.80	65-40		

Slow boards to left of track with two tracks intervening:
Westward at MP 497.67, reading 40-35.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Pomona.........on Covina Branch.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Colton ....on Riverside Branch.
Pomona.........on Chino Branch.
Bassett ....on Covina Branch.
Alhambra .....on Pasadena Branch.

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between Los Angeles and Alhambra.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

RULE 26. Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to spur, governing movements on those tracks as follows:

Blue: Track may be entered, but cars must not be coupled to, or moved.
Yellow: Proceed with caution.
Red: Must not enter PFE shed.
Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

RULE 82 (A). Train-order office and register at Colton in yard office.

RULE 83 (A). At the following station only trains indicated will register:

Los Angeles Yard, originating or terminating, except light engines to or from Pomona Subdivision.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Colton...First-class; Eastward second-class and extras arriving; Westward extras.

RULE 92. First sentence does not apply arriving Los Angeles LAUPT.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
462.32	Los Angeles (Coast line)	
471.20	" (Saugus-Alhambra line)	488.69
	" (Burbank Br.)	466.19
	" (Pasadena Br.)	488.24
	" (San Pedro Br.)	489.90
	" (Santa Ana Br.)	489.99
512.18	Pomona	515.71
513.30	" (Covina Br.)	
	" (Chino Br.)	516.1
519.20	Ontario	521.32
536.51	Colton	541.14
	" (Riverside Br.)	540.70
544.85	Riverside	
551.00	Crafton	

Yard limit boards located to left of track:
Westward at Colton.

Trains and engines must not move against current of traffic on double track within Los Angeles yard limits, unless authorized by yardmaster or his representative, except that such movements may be made in the territory named below, as follows:

In either direction between Division Street and the connection at west end of "A" Yard, when proceed signal is given by switchtender at either limit, white flag or lamp.

Eastward from Division Street to Dayton Ave. Tower, when proceed signal is given by switchtender at Division Street, white flag or lamp.

Westward from Dayton Ave. Tower to Division Street, when interlocking signal indicates "Proceed".

Before such hand signal is given, or before interlocking signal is set to indicate "Proceed", switchtender or signal operator, as the case may be, must arrange with other switchtenders or signal operators in the territory over which movement is to be made, to prevent any other train or engine entering such track until the authorized movement against current of traffic is completed.

RULE 95. Sections of eastward first-class schedules changing signals at Colton must do so at train-order office.

Sections of schedules may display signals and operate from points within the Los Angeles yard limits, except when originating at LAUPT or Los Angeles Yard, as instructed by the Chief Train Dispatcher, and obtain train order authority for such operation on arrival at Alhambra.

RULE D-97 (A). Will apply between Los Angeles, Los Angeles Yard and Alhambra.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—AT&SFRy industrial track over Gladding McBean spur, Wilson spur, and Eureka Supply spur.
Pasadena Br.—AT&SFRy at MP 491.2.
Colton—PERy at passenger station.
Colton—PERy over Riverside Branch.
Colton—PERy, five crossings of yard tracks.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

Los Angeles—LARy Mateo St. at east end coach yard.
Pasadena Br.—PERy at MP 488.5.

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Los Angeles—LARy Davies spur on Second St.
Los Angeles—LARy Bernard spur on Central Ave.
Ontario—UPRR on old Chino line spur. (Has electrically locked derail. Instructions posted on inside of lock box.)
Covina Br.—PERy at MP 501.0.
Covina Br.—PERy at Lone Hill.

Stop clear of lead to PFE yard Colton on east leg of wye, unless proceed signal received from herder. In absence of herder member of crew must be sent ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Industrial—Fletcher Drive, on Van de Kamp spur.
Los Angeles Yard—Wilson St., Mateo St.
Riverside—Orange Ave., Eighth St.
Riverside—Crossing bells located at Seventh and Ninth Streets are manually controlled. Switch located in box on telegraph pole east of freight station. Crossing bells must be in operation when any train movements are made over crossings, unless protected by members of train crew on both sides of train, before and while movements are being made over crossings.

RULE 104. The normal position of rigid switches at junction points is as follows:

Alhambra	Pasadena Br., for drill track.
Bassett	Covina Br., for main track.
Pomona	Covina Br., for Ontario line.
Pomona	Chino Br., for siding.
Colton	Riverside Br., for PFE yard.
Baldwin Park	Covina Br., for PERy main track.
Lone Hill	Covina Br., for SP main track.
La Verne	Covina Br., for PERy main track.
Ganesha Jct.	Covina Br., for SP main track.
Colton	PERy junction switch on Riverside Br., for SP main track.
Riverside Jct.	PERy junction switch for SP main track.

DERAILS IN MAIN TRACK

COVINA BRANCH

Bassett—120 feet west of water tank, MP 497.52.
Pomona—50 feet west of west line of Rebecca St., MP 514.8.

RULE 105. Pomona: That portion of siding between first crossover east of Signal 5136 and first crossover east of passenger station is designated as passenger siding, and must not be unnecessarily blocked by freight trains.

RULE 221. Los Angeles Yard is a train-order office only for trains originating.

RULE D-251. Will apply on both tracks between Los Angeles Yard and Alhambra.

RULE 505. AUTOMATIC BLOCK SYSTEM

When block Signal 4841 east of Taylor Jct. indicates "stop", a member of the crew of freight trains will communicate with signal operator at Mission Tower by telephone located on the signal, and be governed by his instructions.

When special type signal mounted on mast of Automatic Signal 4864 indicates "stop", eastward freight trains will be brought to a stop west of sign reading "SPECIAL SIGNAL LIMIT" located 200 feet west of Westminster Avenue crossing MP 487.3, and a member of the crew will communicate with Alhambra Operator by telephone located at Westminster Avenue and be governed by his instructions before proceeding.

Eastward trains leaving end of double track from westward main track at Alhambra will be governed by Signal P-4880.

Upper unit of Signal 5138 may display flashing white light to authorize movement on siding east of Hamilton Boulevard, Pomona. Lower unit will indicate proceed when route through crossover is lined and block clear. Eastward trains except first-class, entering siding Pomona, must not pass Hamilton Boulevard unless flashing white light displayed in this signal for movement on siding, or train-order or timetable authority authorizes movement to main track.

Push button on signal at east end siding Walnut to clear signals for reverse movement on main track.

RULE 510. The following block signals equipped with triangular number plates displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4880	Spring switch, end double track, Alhambra	P-4881
P-4936	Spring switch, west end siding, El Monte	

RULE 516. Overlap posts:

Kaiser—Eastward trains	1900 feet east of west switch.
Ailsa—Eastward trains	300 feet east of west switch.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through the switches:

Location		Normal Position	MPH
Alhambra	End of double track	Westward track	25
El Monte	West switch of siding	Main track	15

RULE 605. INTERLOCKING

Dayton Ave. Tower. To Glendale or East Bank Line, —.
To River Station Tower or "C" unit, o o o o o.
To Midway unit No. 1 track, o — o; other tracks or freight lead, — o —.
For movement against current of traffic, — o o o o.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Special signals on masts of interlocking signals which govern movements from "C" unit, are normally dark, but when displaying flashing yellow light will authorize a train or engine, after stopping, to pass the interlocking signal at stop, and move with caution to the next interlocking signal, expecting to find the block occupied.

Mission Tower. To LAUPT, o —.
To Alhambra or Naud Jct., east or west on East Bank Line, —.
To Roundhouse, — o — o.
To River Station Tower or AO spur, o o o o o.
To Brewery spur Lacy Manufacturing Co., o o o —.
To Coach yard, o o o o —.
To Wilson Packing Co. lead, — o —.
To or from East Bank Line or Alhambra, o — o o.
To Alhambra Ave. Coach yard lead, o o — o.
To Naud Jct. from East Bank Line, o o — o o.
Against current of traffic, — o o o o.

Following addition to Rule 663 (b) applies at Mission Tower, "Upon receiving oral authority of signal operator or signal maintainer."

Signs bearing words "Clearing Section" located as follows:
200 feet west of Signal Bridge No. 3 on the East Bank Line.
200 feet west of signal on eastward passenger track from East Bank Line to LAUPT via Alhambra Ave.
200 feet east of first signal east of UPRR Crossing on westward Alhambra Ave. main tracks.
200 feet east of first signal leaving Coach Yard.

Trains or engines stopped by these signals will stop with head end between "Clearing Section" sign and signal, except freight trains or switching drags only on East Bank Line will remain west of Main Street when stopped by signal.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

El Monte Tower. To or from siding, o o o o o.

Pomona Jct. Tower. To Packing House track, — o o o o.

Pomona. Limits extend from 50 feet west of west switch of siding to 300 feet east of west switch of siding on main track and siding. If necessary to hand throw switch first obtain authority by telephone from operator, remove crank from box on side of concrete house, insert crank in switch machine at opening locked by switch lock and turn crank until switch is thrown. After use restore switch to position in which found and return crank to box. Eastward trains except first-class, finding semi-automatic signal at west end of siding displaying proceed indication for main track are thereby given superiority over all opposing trains except first-class, to fouling point of crossover east of station building. First-class trains will be governed by their timetable or train-order authority.

Colton Tower. To No. 2 track, — o —.
To Riverside, o o — o.
To Santa Fe interchange, o o o o o.

AUTOMATIC INTERLOCKING

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

RIVERSIDE BRANCH — HIGHGROVE INTERLOCKING
Crossing AT&SFRy, 0.7 mile east of Orange Center.

SPECIAL SIGNALS

Riverside Branch between MP 540.085 and MP 545.914 used jointly by SP and PERy without train orders.

Light type special signals for eastward movement at fouling point PERy junction switch Colton, and 15 feet east of east switch Highgrove; and for westward movement 800 feet west of Riverside Jct. and 15 feet east of east switch Highgrove confer authority to the next special signal, except that the signals at Highgrove confer authority to the limit of these signals; and their indications supersede the superiority of trains for both opposing and following movements, but do not dispense with the use or observance of other signals.

Trains must stop before reaching signals, and comply with instructions posted in cut-in and cut-out boxes adjacent to signals for operation of toggle switches to clear signals.

If signal cannot be cleared, wait five minutes, then send flagman ahead, wait five minutes more, then follow flagman through block, moving with caution, not exceeding 12 MPH.

Toggle switch in cut-out box must be operated after rear of train passes 50 feet beyond signals.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	5145	Pomona	Proceed to crossover just east of passenger station.
S	5145	Pomona	Enter siding.

These indicators do not apply to first-class trains.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Pomona.

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

On freight trains moving on branches a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

Passenger trains making station stop at Colton will approach at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side making standing inspection, giving careful attention to running gear and journal boxes.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 100 Ms in westward trains of over 10 cars on Pasadena Branch.

RULE 39. Running test of trains leaving LAUPT must be made immediately after clearing Mission Tower interlocking.

If air brakes have been used at Alhambra, running test need not be made approaching Mission Tower.

MISCELLANEOUS

1. Eastward trains take only sufficient water at Pomona to insure making Colton.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12	Rudell—Spur.
"	Pomona—Park Ave. spur.
"	Ontario—Assets Corp. tracks.
"	San Gabriel—S. G. V. Lbr. spur beyond fouling point.
F-3-4-5-SP-Mt-AM-MM-AC-GS-P-8-10-12	Guasti—Winery spurs.
"	South Fontana—Quarry track; So. Fontana Farm Co. tracks.

Load limit (car and contents):

Pasadena, Covina, Chino, and Riverside Branches—210,000 pounds.

AC-1-2-3 class engines may be used on Pasadena Branch.

Engines equipped with pilot plow, except Mt and GS class, are prohibited from entering Los Angeles LAUPT account impaired platform clearance.

Take necessary precautions when sand is blowing between signs reading "Sand" at following points:

MP 522.4 west of Guasti to MP 528.38 west of South Fontana.

Kaiser. Spur track beyond Valley Blvd. jointly used by SP and Kaiser Co., and six tracks within Kaiser plant used as interchange tracks jointly by SP, AT&SFRy, and Kaiser Co. and all moves must be made with caution. SP crews must not go beyond connection with AT&SFRy on east lead. Derails must be left in derailing position while switching at Kaiser plant and locked in derailing position when leaving plant. Air must be coupled and in use through entire cut of cars when moving to or from Kaiser plant, and air brake road test must be made as prescribed in Air Brake Rule 24. When serving new Shell plant, only tracks 200, 220 and 222 may be used by SP crews.

29. Movements over Union Pacific tracks between Santa Fe overhead bridge 2606 feet east of Dayton Ave. Tower (East Bank Line) and connection switch Butte St. yard at Santa Fe Ave., 3550 feet west of Butte St. Jct., are governed by Union Pacific rules, time tables, special instructions, and bulletins.

Trainmen and enginemen operating over East Bank Line of the Union Pacific Railroad must provide themselves with copy of Union Pacific Special Rules, and pamphlet indicating points of difference between Union Pacific and Southern Pacific operating rules, which may be secured at crew dispatchers' office Taylor yard and roundhouse; roundhouse foreman's office Alhambra Ave., and train-order office LAUPT.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
482.6	Los Angeles	2d crossing, L. A. River bridge	Side
514.0	Pomona	Water tank	Side
524.0	Guasti	Water tank	Side
539.8	Colton	Santa Ana River bridge	Side
	(Covina Branch)		
508.5 to 513.3	Between Lone Hill & Ganesha Jct.	PERy trolley poles	Side
	(Riverside Branch)		
539.4 to 541.4	East of Colton	PERy trolley poles	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
Through any siding, crossover, turnout, or slip-switch with engine backing	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		GS P (if CCB*) with stream-lined cars only	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-8 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
6, 7, 8, 9	Los Angeles Yard-MP 480.37	40	40	40	40	40	40	40	40	35	25	25	25	25	25	25	25
	Through switches, MP 480.60	25	25	25	25	25	25	25	25	25	20	20	20	20	20	20	20
	Dayton Ave. Tower-East Bank Jct	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	East Bank Jct.-Taylor Jct	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Mission Tower-Colton, except	50	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25
	Mission Tower-Taylor Jct	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	*Taylor Jct.-MP 484.32 (Soto St.)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	*MP 484.32 (Soto St.)-MP 486.92 (city limit)	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Through turnout end double track Alhambra	25	25	25	25	25	25	25	25	25	25	25	25	25	25	20	20
	MP 491.20-MP 536.35, except	65	65	65	60	50	50	45	40	35	40	35	35	35	30	30	25
	*Over street crossings, MP 494.45-MP 495.32 (El Monte)	40	40	40	40	40	40	40	40	35	35	35	35	35	30	30	25
	*MP 513.01-MP 516.18 (Pomona)	40	40	40	40	40	40	40	40	35	35	35	35	35	30	30	25
	Through city limits, Ontario	40	40	40	40	40	40	40	35	35	40	35	35	35	30	30	25
	*Over Riverside Ave., MP 536.2, (Rialto)	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
	MP 536.65-MP 539.00	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
	*Colton, over street crossings	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25

*Regulated by city ordinance.

Westward trains with 20 or more cars beets must not exceed 30 MPH, Pomona to Puente.

Page No.	TERRITORY	PASSENGER	FREIGHT	Engines Backing
		Maximum	Freight and Mixed Maximum	
15	Covina Branch, except	30	25	25
	*MP 514.9-MP 514.7 (Pomona)	15	15	15
	*La Verne, along or across any street or highway	30	25	20
	Pasadena Branch	15	15	15
	*So. Pasadena, within city limits	15	15	15
	*Pasadena, within city limits	15	15	15
	Chino Branch	20	20	20
	Riverside Branch, except	35	20	20
	Through Highgrove interlocking	20	20	20

*Regulated by city ordinance.

POMONA SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Alhambra Puente to Ontario	Alhambra to Puente Ontario to Colton	Colton to Bloomington El Monte to Stoneman	Bloomington to El Monte Stoneman to Los Angeles	Alhambra to Pasadena	Chino to Pomona	La Verne to Bassett Colton to Riverside La Verne to Pomona Pasadena to Alhambra Pomona to Chino	Bassett to La Verne Riverside to Colton	Pomona to La Verne
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1000	1800	1600	2150	700	2200	2600	1050	1150
DES-100 to 107	1300 to 1395	1600	2850	2500	3200	850	2800	3000	1200	1600
E-23	1500 and 1502	1200	2700	1450	2600	380	1340	4000	690	540
M-4	1617 to 1713	1600	3450	1850	3350	570	1800	5300	970	770
M-6, 8	1721 to 1803, 1823 to 1825	2000	4250	2300	4150	700	2140	6200	1100	930
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2100	4500	2450	4300	760	2270	6550	1200	1000
M-11	1832 to 1835	2150	4600	2550	4450	790	2370	6800	1290	1040
T-1	2242 to 2271	1400	3050	1650	2950	490	1556	4500	830	660
T-8, 9	2161, 2174 and 2178	1000	2200	1150	2100	320	1090	3250	560	440
T-23	2301 to 2310	2100	4500	2450	4300	730	2240	6500	1200	970
T-26	2283 to 2299	1750	4000	2050	3650	610	1950	5700	1040	826
T-28, 31	2311 to 2362	2300	4850	2700	4700	820	2480	7150	1350	1087
T-32, 40	2363 to 2384	2300	4950	2700	4750	830	2520	7250	1370	1100
T-36	2103	1500	3250	1800	3150	560	1670	4800	910	730
T-37	2105 and 2106	2050	4400	2400	4250	740	2250	6500	1200	980
T-57, 58	2385 and 2386	1850	3950	2150	3850	670	2000	5850	1100	880
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1800	4200	2100	4050	590	1980	5900	1040	810
P-1	2400, 2403 to 2407 and 2415	1900	4400	2200	4250	620	2080	6150	1090	850
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2050	4600	2400	4350	660	2180	6450	1140	900
P-6	2453, 2454 and 2458	2250	5200	2600	5100	...	....	....	....	....
P-7	2476 and 2477	2400	5450	2800	5400	...	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2500	5600	3000	5450	...	....	....	....	....
P-8, 10	2475, 2484 to 2491	2600	5600	3100	5750	...	....	....	....	....
P-11	3100 to 3109	2000	4250	2300	4150	660	2150	6300	1140	900
P-12	3120 to 3129	2600	6050	3050	5450	...	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2550	5300	2950	5200	911	2720	7800	1480	1190
C-15, 32	2500, 2505 to 2507	1600	3400	1850	3300	590	1750	5000	960	770
C-17	2510 and 2511	2000	4200	2300	4050	750	2180	6150	1200	980
C-18	3400 to 3409	2300	4900	2700	4750	870	2530	7200	1400	1130
C-19	3410 to 3426	2400	5100	2800	4950	890	2630	7500	1400	1173
TW-1	2900 to 2913	1900	4050	2250	3950	700	2090	6000	1145	920
TW-2, 3	2932 to 2952	1500	3250	1800	3150	540	1670	4800	900	720
TW-4, 6	2926 to 2931 and 2957	1450	3100	1700	3000	500	1570	4550	840	670
TW-8	2914 to 2923	2100	4500	2450	4350	770	2300	6600	1260	1010
A-3	3029	1400	3100	1650	3000	430	1540	4650	780	600
A-3	3025, 3036, 3052 and 3057	1450	3250	1750	3150	440	1620	4900	820	630
A-6	3000 to 3003	1750	3800	2050	3700	560	1900	5700	990	770
Mk-2, 4	3201 to 3240	3000	6150	3500	5950	...	....	....	....	....
Mk-5, 6	3241 to 3277	3200	6750	3700	6500	...	....	....	....	....
Mk-7, 8, 9	3300 to 3324	3550	7450	4100	7200	...	....	....	....	....
Mk-10	3295	2700	5750	3150	5550	...	....	....	....	....
Mk-11	3297 and 3298	2600	5500	3050	5350	...	....	....	....	....
F-1	3600 to 3652	3750	7750	4350	7600	...	....	....	....	....
F-3	3653 to 3667	4250	8400	4950	7800	...	....	....	....	....
F-4, 5	3668 to 3769	4500	8850	5350	8000	...	....	....	....	....
AM-2	3900 to 3911	4200	8850	4900	8600	...	....	....	....	....
MM-3	3930 and 3831	5000	10300	5900	8900	...	....	....	....	....
AC-1, 2, 3	4000 to 4048	4800	9950	5550	9750	...	....	....	....	....
AC-4, 5	4100 to 4125	7750	13900	8750	13150	...	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	8250	14800	9300	14500	...	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	3500	7450	4100	7250	...	....	....	....	....
Mt-2	4385 to 4390	3600	7700	4200	7350	...	....	....	....	....
GS-1, 2	4400 to 4415	3700	8000	4450	7400	...	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	3800	8250	4450	7600	...	....	....	....	....
SP-1, 2, 3	5000 to 5048	5200	10500	6200	9000	...	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	3	3	3	3	3				
	45 Ms to 55 Ms	3	3	3	3	3				
	More than 55 Ms	0	0	0	0	0				

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Slow boards to left of track:
Westward at MP 540.75, reading 30.

RULE 14 (e). As specified below, — — — — — — — sounds will be indication that flagman may return from east:
Bryn Mawr..........on Redlands Branch.
Colton.............on Riverside Branch.

RULE 21 (C). Indicators on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 26. Colton: Special signal at each end PFE tracks 5, 6 and 7, and at switch to spur, governing movements on those tracks as follows:
Blue: Track may be entered, but cars must not be coupled to, or moved.
Yellow: Proceed with caution.
Red: Must not enter PFE shed.
Not lighted: General foreman of ice plant must be contacted for instructions before entering tracks.

RULE 82 (A). Trains must obtain clearance before leaving:
Indio.........First-class trains and trains consisting of passenger equipment only.
Indio Yard....Westward trains, except first-class and those consisting of passenger equipment only.
Train-order office and register at Colton located in yard office.

RULE 83 (A). At the following stations only trains indicated will register:
Indio Yard.......All except first-class and those consisting of passenger equipment only.
Light engines arriving Colton or Indio need not register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
Colton......First-class; Westward extras arriving.
Indio.......First-class.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
536.51	Colton	541.14
	" (Riverside Br.)	540.70
547.29	Redlands, 2nd Street	548.51
607.85	Indio	613.12

All eastward trains must move with caution between absolute signal at MP 610.3 and Indio passenger station expecting to find main track occupied. Flag protection to the rear will not be required of eastward trains standing between these points, except that flagman must take position not less than thirty feet behind rear of train, whether carrying passengers or not, and display stop signals to any following train.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:
Colton—PERy at passenger station.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:
Redlands 2nd St.—Orange St., Second St.
Redlands 2nd St.—Fourth St. on Mutual Orange Assn. spur.
Indio—Highway California Date Growers Assn. spur.

RULE 104. The normal position of rigid switches at junction points is as follows:

Colton........Riverside Br., for PFE yard.
Bryn Mawr....Redlands Br., for branch connecting track.
Colton........PERy junction switch on Riverside Br., for SP main track.

DERAILS IN MAIN TRACK

REDLANDS BRANCH

Crafton—628 feet west of west switch, MP 551.01.
Crafton—930 feet from end of track, MP 551.52.
Redlands, 2nd Street—West end of Mill Creek bridge, MP 547.33.

RULE 221. Indio is a train-order office only for first-class trains and those consisting of passenger equipment only. Indio Yard is a train-order office only for westward trains other than first-class and those consisting of passenger equipment only.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from MP 539.79 Colton, to MP 610.6 Indio.

Switch at MP 610.3 Indio is dual control switch, but turnout track is not a controlled siding.

Call-on lights on absolute signals at crossovers Loma Linda and Beaumont, when flashing yellow authorize movement on siding, after stopping, expecting to find siding occupied.

Trains receiving clearance at Colton, Indio or Indio Yard are thereby authorized as indicated on clearance, without train-order authority, to the beginning of C.T.C., being governed by block signals whose indications will supersede the superiority of trains. Clearance for a section must read "no signals" or "green signals" following the address.

Trains also are authorized from C.T.C. limits to Indio, Indio Yard, or Colton without train-order authority, being governed by block signals whose indications will supersede the superiority of trains.

All movements between C.T.C. limits and Colton, Indio or Indio Yard must be made with caution, not exceeding 20 MPH.

Eastward trains must not pass fouling point of crossover between drill and main track east end Colton, unless proceed signal received from yardman (green flag by day, green light by night).

West switch balloon track Colton is spring switch without facing point lock.

Instructions for operating dual control switches by hand posted in phone booths.

Instructions for operating switches equipped with electric locks controlled by dispatcher posted on inside of lock box doors.

RULE 763. Revised to read as follows:

Train indicators, signals and markers must be displayed through centralized traffic control limits. Rule S-17, Fig. 7 of Rule 19, and Rule 19 (A) will not apply on controlled sidings.

RULE 775. When helpers are cut out of rear end of trains on controlled siding Beaumont, a reverse movement by helpers may be made without permission from dispatcher.

Before moving from controlled siding to engine track from the west at Beaumont, permission from dispatcher must be obtained.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at:

Redlands
Ordway
El Casco
Hinda
Nicklin
Beaumont
Pershing
Banning
Owl
Cabazon
Mons
Fingal
Hugo
Garnet
Salvia
Rimlon

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 869. All brakemen except rear brakeman must ride on top of train as follows:

Beaumont to Edom.
Beaumont to Colton.

RULE 827. TRAIN INSPECTION

Eastward freight trains must stop 10 minutes at Cabazon and Garnet and westward 10 minutes at El Casco or Ordway for inspection. Exceptions: If required to stop at any station Owl to Garnet inclusive, inspection will be made, and subsequent run for inspection must not exceed 14 miles. Westward freight trains if required to stop at Hinda, inspection may be made at Hinda and Redlands instead of El Casco or Ordway.

Westward freight trains on main track or siding, Beaumont, regardless of signal indications, will stop before reaching westward absolute signals located on signal bridge east of California street.

While brake system is being recharged, trainmen will commence turning up retainers, and as soon as brake system has been recharged, train will proceed to west end to cut out helpers, and, if necessary, complete turning up required number of retainers.

When an eastward train is delayed to exceed 25 minutes at an inspection point, subsequent run for inspection must not exceed 10 miles.

Engines running light on descending grade must stop at freight train inspection points a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

On freight trains moving on branches a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

Passenger trains making station stop at Colton and Indio will approach at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side making standing inspection, giving careful attention to running gear and journal boxes.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains as follows:

All retainers will be turned up on eastward trains at Beaumont, and will be turned down at Garnet, except that if stop is made at Palm Springs retainers on head end cars may be turned down at that point provided not less than 75% of cars in train have retainers turned up.

All retainers will be turned up on westward trains at Beaumont, and will be turned down on passenger carrying cars at Loma Linda, and on head end cars at Colton.

When overheating is apparent, retainers may be turned down on such cars.

Retainers will be used on freight trains as follows:

One retainer for each 120 Ms Beaumont to Edom, commencing at head end of train. Retainers may be turned down at Rimlon if stop is made, and retainers not required beyond in judgment of engineer.

One retainer for each 140 Ms Beaumont to Redlands, and one retainer for each 200 Ms Redlands to MP 540; except that if train consists of 50 or more loaded tank cars, or 20 or more cars of beets, one retainer for each 120 Ms will be used Beaumont to MP 540.

One retainer for each 100 Ms in westward trains of over 10 cars on Redlands Branch.

FREIGHT TRAINS

RULE 25. Beaumont: Rear end test must be made except running test may be made by westward trains of not over 65 cars immediately after leading engine passes MP 563.60 and, if brakes operate properly, stop for rear end test not required.

Before a train which has stopped on grade is signalled to proceed, air gage in caboose must be observed. If gage indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

RULE 33. The maximum tonnage per operative brake on descending grade between Colton and Garnet is 120 Ms.

PASSENGER TRAINS

RULE 39. Running test must be made before descending grade, Beaumont.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12	Beaumont—West end oil unloading track; Blinn Lbr. spur; Packing house spur.

Load limit (car and contents):
Redlands Branch.........210,000 pounds.

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 588.25 east of Garnet to MP 596.5 east of Rimlon.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
	(Redlands Branch)	
547.3	West of Redlands, 2nd Street...... Mill Creek bridge.....	Overhead and side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:...............	15
Through any siding, crossover, turnout, or slip-switch with engine backing...........................	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER									FREIGHT AND MIXED						
		GS P (if CCB*) with stream-lined cars only	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-8 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
10, 11	Colton to Indio Yard, except	50	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25
	*Colton, over street crossings	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25
	MP 539.00-MP 540.00	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	MP 540.00-MP 546.64 Westward	50	50	50	50	50	50	45	40	35	25	35	35	35	30	25	25
	MP 546.64-MP 563.35 Eastward	40	40	40	40	40	40	40	40	35	35	35	35	35	30	30	25
	MP 546.64-MP 563.35 Westward	40	40	40	40	40	40	40	40	35	25	35	35	35	30	25	25
	MP 563.35-MP 567.60 Eastward	50	50	50	50	50	50	45	40	35	20	35	35	35	30	20	20
	MP 567.60-MP 589.00 Eastward	40	40	40	40	40	40	40	40	35	20	35	35	35	30	20	20
	MP 567.60-MP 589.00 Westward	40	40	40	40	40	40	40	40	35	35	35	35	35	30	30	25
	MP 589.00-MP 598.55 Eastward	50	50	50	50	50	50	45	40	35	25	45	40	35	30	25	25
	MP 599.7-MP 607.3	60	60	60	55	50	45	40	35	35	35	35	35	35	30	30	25
	MP 610.3-Indio Yard train order office	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20

Westward trains with 20 or more cars beets must not exceed 20 MPH Beaumont to Colton.
*Regulated by city ordinance.

Page No.	TERRITORY	PASSENGER	FREIGHT	Engines Backing
		Maximum	Freight and Mixed Maximum	
16	Redlands Branch, except	25	20	20
	Redlands 2nd St. over all street crossings	10	10	10

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Colton to Indio	Indio to Colton	Bryn Mawr to Crafton	Crafton to Bryn Mawr
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	500	500	550	2600
DES-100 to 107	1300 to 1395	850	800	650	3000
E-23	1500 and 1502	690	660	250	4000
M-4	1617 to 1713	940	900	400	5300
M-6, 8	1721 to 1803, 1823 to 1825	1200	1150	500	6200
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	1250	1200	550	6550
M-11	1832 to 1835	1300	1250	570	6800
T-1	2242 to 2271	830	800	340	4500
T-8, 9	2161, 2174 and 2178	560	550	210	3250
T-23	2301 to 2310	1250	1200	520	6500
T-26	2283 to 2299	1000	950	430	5700
T-28, 31	2311 to 2362	1350	1250	590	7150
T-32, 40	2363 to 2384	1350	1300	600	7250
T-36	2103	910	890	400	4800
T-37	2105 and 2106	1200	1150	530	6500
T-57, 58	2385 and 2386	1100	1050	480	5850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1000	1000	400	5900
P-1	2400, 2403 to 2407 and 2415	1050	1050	420	6150
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1150	1100	450	6450
P-6	2453, 2454 and 2458	1300	1250	....	....
P-7	2476 and 2477	1400	1300	....	....
P-8, 10	2461 to 2474, 2478 to 2483	1450	1400	....	....
P-8, 10	2475, 2484 to 2491	1450	1400	....	....
P-11	3100 to 3109	1200	1150	460	6300
P-12	3120 to 3129	1550	1500	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1550	1500	660	7800
C-15, 32	2500, 2505 to 2507	960	930	430	5000
C-17	2510 and 2511	1200	1150	560	6150
C-18	3400 to 3409	1400	1350	640	7200
C-19	3410 to 3426	1450	1400	650	7500
TW-1	2900 to 2913	1150	1100	510	6000
TW-2, 3	2932 to 2952	900	870	390	4800
TW-4, 6	2926 to 2931 and 2957	840	810	350	4550
TW-8	2914 to 2923	1250	1200	560	6600
A-3	3029	780	760	270	4650
A-3	3025, 3036, 3052 and 3057	820	790	290	4900
A-6	3000 to 3003	990	950	370	5700
Mk-2, 4	3201 to 3240	1700	1650	....	....
Mk-5, 6	3241 to 3277	1850	1800	....	....
Mk-7, 8, 9	3300 to 3324	2100	2050	....	....
Mk-10	3295	1600	1550	....	....
Mk-11	3297 and 3298	1550	1500	....	....
F-1	3600 to 3652	2300	2250	....	....
F-3	3653 to 3667	2700	2600	....	....
F-4, 5	3668 to 3769	2700	2600	....	....
AM-2	3900 to 3911	2500	2400	....	....
MM-3	3930 and 3931	3000	2900	....	....
AC-1, 2, 3	4000 to 4048	3150	3050	....	....
AC-4, 5	4100 to 4125	4000	3850	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	4250	4100	....	....
Mt-1, 3, 4, 5	4300 to 4376	2050	2000	....	....
Mt-2	4385 to 4390	2100	2050	....	....
GS-1, 2	4400 to 4415	2250	2200	....	....
GS-3, 4, 5, 6	4416 to 4469	2250	2200	....	....
SP-1, 2, 3	5000 to 5048	3000	2900	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	3	3		
	45 Ms to 55 Ms	3	3		
	More than 55 Ms	0	0		

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (d). As specified below, — — — — o sounds will be indication that flagman may return from west:

Araz Jct..........on Inter-Cal. Line.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Niland..........on Calexico Line.

RULE 21 (C). Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

RULE 82 (A). Trains must obtain clearance before leaving:

Indio	First-class trains.
East Indio	Eastward trains except first-class, and those consisting of passenger equipment only.
Niland	All trains.

Trains to I-CRy must obtain separate I-C and Los Angeles Division clearances at Yuma.

Indio Yard is train-order office only for westward trains on Beaumont Subdivision.

RULE 83. Identification may be made by westward trains between Araz and Araz Jct. to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 83 (A). At the following stations only trains indicated will register:

Indio Yard......All except first-class and those consisting of passenger equipment only.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Indio	First-class.
East Indio	First-class and those consisting of passenger equipment only.
Niland	First and second-class.

Light engines arriving Indio from Salton Subdivision may register by ticket at Indio Yard.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
607.85	Indio	613.12
666.09	Niland	668.69
668.27	" (Calexico Line)	
731.51	Yuma	737.83

RULE 95. No. 362 and sections thereof may assume similar schedule or sections of schedule at Araz Jct. as authorized into Araz Jct. on Inter-California Ry. without clearance or further train-order authority.

RULE D-97 (A). Will apply between following points:

Araz Jct. and Yuma.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Indio	Highway California Date Growers Assn. spur.
Yuma	All crossings in old yard.

RULE 104. The normal position of rigid switches at junction points is as follows:

Niland.........Calexico subdivision for Salton Line.

RULE 221. Indio is a train-order office only for first-class trains and those consisting of passenger equipment only. Indio Yard is a train-order office only for westward trains other than first-class and those consisting of passenger equipment only. East Indio is a train-order office only for eastward trains other than first-class and those consisting of passenger equipment only.

RULE D-251. Will apply as follows:

On both tracks between Yuma and Araz Jct.

RULE 505. AUTOMATIC BLOCK SYSTEM

Araz Jct. trains may move between Signals P-7265 and P-7260 against current of traffic on eastward main track, being governed by block signals, whose indications will supersede the superiority of trains between those points.

Signal P-7261 will display green aspect for movement via Knob, and yellow aspect for movement via I-CRy.

Push buttons on Signals P-7259, P-7260, P-7261 and P-7632. Before operating push buttons, review instructions in push-button box and in special instructions for all subdivisions.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device.

Eastward Signal	Protection	Westward Signal
	Spring switch, Niland	P-6681
	Spring switch, Knob	P-7231
P-7260 P-7632	Spring switch, Araz Jct.	P-7259 P-7261 P-7263 P-7265

RULE 516. At Flowing Well when holding main track to meet a train, do not open switches until train to be met has passed signal intermediate to next station. When taking siding to meet a train, do not close main track switch until rear of train has passed fouling point or derail.

Overlap posts:

Colorado—Eastward trains......Signal 7318.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through the switches:

Location		Normal Position	MPH
Niland	East switch of siding	Main track	15
Knob	East switch of siding	Main track	15
Araz Jct.	End of double track	Eastward track	25
Araz Jct.	West switch crossover between main tracks	Eastward track	25
Yuma	West end bridge, end double track	Westward track	6
Yuma	East end bridge, end double track	Eastward track	6

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location		Normal Position	MP
Araz Jct.	Junction switch Inter-Cal Ry.	Eastward track	25

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6664	Niland	Proceed to east end siding.
S	6664	Niland	Enter siding.
M	6685	Niland	Proceed to west end siding.
S	6685	Niland	Enter siding.

RULE 740. ABSOLUTE - PERMISSIVE BLOCK SYSTEM

Yuma - Colorado

Limits extend from absolute signals west of Colorado River bridge to absolute signals east of Colorado River bridge. Speed must not exceed 6 MPH until engine has passed spring switch at opposite end of bridge.

Trains stopped by absolute signal west of bridge must obtain permission from yardmaster, and also make inspection of spring switches at each end of bridge before proceeding.

RULE 827. TRAIN INSPECTION

Engines running light on descending grade must stop at freight train inspection points a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition. Between Yuma and Niland, when conditions are favorable, and in the judgment of the conductor and engineer it is safe to do so, freight trains in either direction need not stop for inspection.

Passenger trains making station stop at Indio and Niland will approach at not to exceed 8 MPH to allow forward brakeman to get off where rear of train will stop. He will then make rolling inspection, then walk length of train opposite station side making standing inspection, giving careful attention to running gear and journal boxes.

MISCELLANEOUS

1. Westward trains take only sufficient water at Amos to insure making run to Niland, and only sufficient water at Mecca to make Indio.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12..	Between Indio and Yuma—All spurs except at Mortmar, Durmid, Pope, Wister, Glamis, Acolita, and Ogilby, and Standard Oil spur, Narborn spur, CV Grape spur and Ice house spur at Coachella.
"	Mecca — Water track beyond 100 feet east of crossing.
"	Iris—House track.
"	Knob—House track

Take necessary precautions when sand blowing between signs reading "Sand" at following points:

MP 679.4 to MP 681.5 east of Tortuga;
MP 698.9 to MP 700.4 east of Glamis;
MP 701.6 west of Ruthven to MP 703.85 east of Ruthven.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
732.3	West of Yuma.........	Colorado River bridge.........	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:...........	15
Through any siding, crossover, turnout, or slip-switch with engine backing......................	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER															
		GS P (if CCB*) with streamlined cars only	P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-8 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4 TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A T P C TW Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
12, 13	Indio-Yuma, except	50	50	50	50	50	50	45	40	35	35	35	35	35	30	30	25
	Indio-Indio Yard train order office	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	Indio Yard train order office-East switch East Indio	30	30	30	30	30	30	30	30	30	20	20	20	20	20	20	20
	MP 612.3-MP 623.0	60	60	60	60	50	50	45	40	35	35	35	35	35	30	30	25
	MP 632.0-MP 671.2	60	60	60	60	50	50	45	40	35	35	35	35	35	30	30	25
	Through all switches Araz Jct	25	25	25	25	25	25	25	20	20	25	20	20	20	20	20	20
	Westward on Eastward Track over I-C Ry. junction switch	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
	Through Crossovers, Araz	25	25	25	25	25	25	25	20	20	25	20	20	20	20	20	20
	MP 727.00-MP 731.75	60	60	60	60	50	50	45	40	35	35	45	40	35	30	30	25
	MP 731.75-Yuma	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

SALTON SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Niland to Amos Yuma to Araz Jct. Enroute I-C	Yuma to Knob	Indio to Niland Amos to Yuma Knob to Indio
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1600	1600	1500
DES-100 to 107	1300 to 1395	2500	2500	2500
E-23	1500 and 1502	1750	1600	2600
M-4	1617 to 1713	2250	2100	3300
M-6, 8	1721 to 1803, 1823 to 1825	2800	2600	4050
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2900	2750	4300
M-11	1832 to 1835	3050	2800	4450
T-1	2242 to 2271	2000	1850	2950
T-8, 9	2161, 2174 and 2178	1400	1300	2100
T-23	2301 to 2310	2900	2750	4300
T-26	2283 to 2299	2500	2300	3600
T-28, 31	2311 to 2362	3250	3000	4700
T-32, 40	2363 to 2384	3300	3000	4750
T-36	2103	2150	2000	3150
T-37	2105 and 2106	2900	2700	4250
T-57, 58	2385 and 2386	2650	2400	3850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	2550	2350	3750
P-1	2400, 2403 to 2407 and 2415	2650	2450	3900
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3050	2850	4300
P-6	2453, 2454 and 2458	3200	2950	4650
P-7	2476 and 2477	3400	3150	4950
P-8, 10	2461 to 2474, 2478 to 2483	3600	3300	5200
P-8, 10	2475, 2484 to 2491	3900	3600	5400
P-11	3100 to 3109	2800	2600	4050
P-12	3120 to 3129	3700	3450	5450
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	3600	3300	5200
C-15, 32	2500, 2505 to 2507	2250	2100	3300
C-17	2510 and 2511	2800	2600	4050
C-18	3400 to 3409	3250	3000	4750
C-19	3410 to 3426	3400	3150	4950
TW-1	2900 to 2913	2700	2500	3950
TW-2, 3	2932 to 2952	2150	2000	3150
TW-4, 6	2926 to 2931 and 2957	2050	1850	3000
TW-8	2914 to 2923	3000	2750	4350
A-3	3029	2050	1850	3000
A-3	3025, 3036, 3052 and 3057	2150	1950	3150
A-6	3000 to 3003	2500	2300	3700
Mk-2, 4	3201 to 3240	4100	3700	5950
Mk-5, 6	3241 to 3277	4500	4100	6500
Mk-7, 8, 9	3300 to 3324	4950	4550	7200
Mk-10	3295	3850	3500	5550
Mk-11	3297 and 3298	3700	3400	5350
F-1	3600 to 3652	5250	4850	7600
F-3	3653 to 3667	6000	5500	10000
F-4, 5	3668 to 3769	6600	6050	11000
AM-2	3900 to 3911	5900	5450	8600
MM-3	3930 and 3931	7100	6550	10200
AC-1, 2, 3	4000 to 4048	6700	6200	11900
AC-4, 5	4100 to 4125	9450	8700	16500
AC-6 to 12	3800 to 3811, 4126 to 4294	10000	9250	18000
Mt-1, 3, 4, 5	4300 to 4376	5250	4850	8800
Mt-2	4385 to 4390	5250	4950	9000
GS-1, 2	4400 to 4415	5500	5100	9200
GS-3, 4, 5, 6	4416 to 4469	5650	5250	9500
SP-1, 2, 3	5000 to 5048	7400	6950	11900
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6
	45 Ms to 55 Ms	3	3	3
	More than 55 Ms	0	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Slow boards to right of track, but with one track intervening:

Westward at MP 486.3 reading 10, and westward at MP 488.1 reading 12.

RULE 14 (e). As specified below, — — — — — — sounds will be indication that flagman may return from east:

Firestone Park......on Santa Ana Branch.
West Anaheim......on Los Alamitos Branch.
Tustin Jct..........on Tustin Branch.
Stanton Jct.........on Los Alamitos Branch.

RULE 82 (A). Eastward trains must obtain clearance before leaving Firestone Park.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Firestone Park.........Westward trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
508.37	Anaheim	510.68
	" (Los Alamitos Br.).....................	509.26
500.68	San Pedro (also includes San Pedro Br.).........	
516.15	Santa Ana....................................	517.68

For movements eastward on westward freight lead, or westward on eastward freight lead between Dayton Ave. Tower and River Station Tower in either direction, signal operator must secure permission from yardmaster at Bull Ring for such movements.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Los Angeles—PERy at MP 487.5 (Must not exceed 6 MPH).
San Pedro Br.—PERy at MP 491.3 (Must not exceed 6 MPH).
Long Beach Br.—MP 501.9 AT&SFRy crossing Texas Co. spur.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

Los Angeles—LARy Mateo St. at east end old coach yard.
Los Alamitos Br.—PERy at MP 514.0.
Long Beach Br.—PERy at MP 502.4.

Stop clear of following crossings, then proceed if no movement approaching on intersecting line:

Los Angeles—LARy Davies spur on Second St.
Los Angeles—LARy Bernard spur on Central Ave.
San Pedro Br.—PERy at MP 502.7.
Santa Ana Br.—PERy Griffith lumber spur at Santa Ana.
Santa Ana Br.—West leg of wye at MP 517.1.
Santa Ana Br.—East leg of wye at MP 517.2.

RULE 99 (C). Will apply on Santa Ana branch.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Los Angeles yard—Wilson St., Mateo St.
South Gate (Atlantic Blvd.)—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.

RULE 104. The normal position of rigid switches at junction points is as follows:

Firestone Park.......Santa Ana Br., for westward freight lead.
Wilmington
(Anaheim Blvd.)...Long Beach Br., for San Pedro line.
West Anaheim........Los Alamitos Br., for Santa Ana line.
Tustin Jct...........Tustin Br., for Santa Ana line.
Stanton Jct..........Los Alamitos line, for Smeltzer Br.

DERAILS IN MAIN TRACK

Tustin—10 feet east of east switch.

Dyer—MP 519.67.

RULE 221. Firestone Park is train-order office for eastward trains only.

Light will not be displayed in train-order signals on Firestone Park Subdivision east of Firestone Park, except when train-order operator is on duty.

RULE 605. INTERLOCKING

River Station Tower. To Glendale or Naud Junction, —.

To Mission Tower or Yard lead, o o o o o.

To tracks one to five inclusive or to "B" shed, except track one, — o —.

To tracks six to eleven inclusive, or to track one "B" shed — o o o o.

To Mission Tower against current of traffic, o o o o —.

One long blast of tower air whistle requires all movements through plant to stop immediately and remain standing until authorized by signal operator to resume movement.

Clement Jct. Tower. To Butte St. Interchange Yard, — o —.

Thenard Tower. Governs crossing AT&SFRy, MP 500.9 San Pedro Branch, also UPRR crossing MP 502.0 and AT&SFRy crossing MP 501.8 Long Beach Branch. Warning signs used instead of distant signals. Telephones at AT&SF and UPRR crossings. Call signal operator to release electric switch lock on Texas Oil Spur, Long Beach branch.

Island Jct. Tower. Governs crossing of the PERy, located MP 501.9, signals operated from Island Jct. Tower on PERy .34 mile east of crossing.

Eastward home signal 600 feet west of crossing. Westward home signal 580 feet east of crossing.

Consolidated Rock Company spur switch 50 feet west and Consolidated Lumber Company spur switch 200 feet east of crossing protected with electric switch locks. For movement into these spurs receive signal indication from home signals to proceed over crossing and after passing home signal electric locks will be unlocked.

To use locks open door, throw lever to the left, then throw switch and restore electric lock lever to normal and close and lock door.

For movement out of either spur call signal operator at Island Jct. Tower from telephone at crossing.

When using these spurs clear the main track as soon as possible to avoid delay to PERy and SP trains.

Anaheim Tower. Signal operator on duty 2.30 p.m. to 6.30 p.m. and 7.30 p.m. to 11.30 p.m. daily except Sunday. Plant cannot be operated by member of crew.

AUTOMATIC INTERLOCKING

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box at crossing and comply with rules posted therein.

After release has been operated by flagman, signal should change to "proceed", or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. If red indicator light does not appear, movement over crossing must be protected in each direction on intersecting tracks. Instructions in box indicate the time interval required for release to function.

Nadeau Interlocking. Crossing AT&SFRy, 0.9 mile east of Vernondale.

Southgate Interlocking. Crossing UPRR.

RULE 827. TRAIN INSPECTION.

On freight trains moving on all branches except San Pedro, Long Beach and Santa Ana, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12. San Pedro	High line

Load limit (car and contents):
Santa Ana, Los Alamitos, Smeltzer and Tustin Branches, 169,000 pounds;
Long Beach Branch, 210,000 pounds;
San Pedro Branch, 240,000 pounds.

23. Movements on Alameda St., Los Angeles, subject to city traffic signals when in operation.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
481.7	River Station yards	Foot bridge	Overhead and side
504.5	San Pedro	Drawbridge	Side
514.0	East of Southgate	Santa Ana River bridge	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
Entering Alameda St. from Finkelstein Foundry Co., spur MP 490.3 San Pedro Branch (crossing must be cleared as quickly as practicable)	6
Between River Station and Mission Tower	10
MP 480.37 and River Station Tower	20
Through any siding, crossover, turnout, or slip-switch with engine backing	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	PASSENGER	FREIGHT	
		Maximum	Freight and Mixed Maximum	Engines Backing
16	*Los Angeles, along or across any street crossing in city limits	10	10	10
	*Vernon, MP 485.55-MP 487.32, along or across any street or highway	12	12	12
	*Compton, across Orange, Myrrh and Olive St. crossings	20	20	20
	*Compton, across Main St. crossing	8	8	8
	Firestone Park-San Pedro, except	30	30	25
	Through Nadeau interlocking	10	10	10
	Wilmington (Anaheim Blvd.)-Fifth St. San Pedro	15	15	15
	Crossover switches-station building, Firestone Park	15	15	15
	Long Beach Branch, except	15	15	15
	Over PERy crossing, Anaheim Blvd	10	10	10
17	Santa Ana Branch, except	30	30	25
	Through Southgate interlocking	20	20	20
	West Anaheim-1 mile east of Anaheim	15	15	15
	Santa Ana, between 3208 feet west and 2132 feet east of station bldg	12	12	12
	Santa Ana-Dyer	30	25	25
	Los Alamitos Branch, except	20	20	20
	Stanton Jct.-Los Alamitos	10	10	10
	Smeltzer Branch	20	20	20
	Tustin Branch, except	30	30	20
	Over bridge 513-D	20	20	20
	MP 516.30-MP 516.41	20	20	20
	MP 517.73-MP 518.25	20	20	20
	MP 518.70-MP 518.92	20	20	20
	MP 519.23-MP 519.86	20	20	20
	MP 521.60-MP 521.73	20	20	20

*Regulated by city ordinance.

FIRESTONE PARK SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	L. A. Yard to 47th St. Via River Station	47th St. to L. A. Yard Via Butte St. and East Bank	San Pedro to 47th St.	L. A. Yard to San Pedro Via East Bank and 47th St.	47th St. to L. A. Yard Via River Station	Tustin and Tustin Jct.	Los Alamitos to West Anaheim	Wilmington (Anaheim Blvd.) and Long Beach	Wintersburg to Stanton Jct.	Firestone Park and Dyer	West Anaheim to Los Alamitos Stanton Jct. to Wintersburg
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1000	1700	1800	2600	1800	1500	2250	2000	2200	2600	2600
DES-100 to 107	1300 to 1395	1600	2600	2850	3000	2800	1750	2600	2400	2800	3000	3000
E-23	1500 and 1502	1300	1950	2800	2950	2750	1040	1860	1750	1340	2750	4000
M-4	1617 to 1713	1700	2500	3400	3900	3600	1400	2400	2300	1800	3600	5300
M-6, 8	1721 to 1803, 1823 to 1825	2150	2900	4000	4550	4350	1680	2900	2760	2140	4350	6200
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2250	3000	4200	4800	4600	1790	3100	2900	2270	4600	6550
M-11	1832 to 1835	2350	3350	4750	5000	4800	1870	3200	3050	2370	4800	6800
T-1	2242 to 2271	1500	2200	3150	3300	3100	1200	2100	2000	1556	3100	4500
T-8, 9	2161, 2174 and 2178	1050	1550	2250	2400	2200	840	1500	1400	1090	2200	3250
T-23	2301 to 2310	2250	3000	4200	4800	4500	1760	3070	2880	2240	4500	6500
T-26	2283 to 2299	1900	2600	3700	4200	4000	1500	2680	2500	1950	4000	5700
T-28, 31	2311 to 2362	2450	3300	4650	5250	5000	1950	3390	3200	2480	5000	7150
T-32, 40	2363 to 2384	2450	3600	5100	5350	5100	1990	3450	3250	2520	5100	7250
T-36	2103	1650	2350	3350	3550	3400	1320	2280	2150	1670	3400	4800
T-37	2105 and 2106	2200	3200	4550	4800	4500	1770	3080	2900	2250	4500	6500
T-57, 58	2385 and 2386	2000	2900	4100	4300	4100	1600	2770	2600	2000	4100	5850
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1950	2700	3800	4300	4050	1540	2740	2580	1980	4050	5900
P-1	2400, 2403 to 2407 and 2415	2050	2850	4050	4500	4200	1620	2880	2700	2080	4200	6150
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2250	2950	4150	4700	4450	1690	3010	2840	2180	4450	6450
P-6	2453, 2454 and 2458	2500	3550	....	5350	5000	....	....	....	....	....	....
P-7	2476 and 2477	2650	3800	....	5700	5300	....	....	....	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483	2750	3900	....	5900	5500	....	....	....	....	....	....
P-8, 10	2475, 2484 to 2491	2850	4150	....	6200	5800	....	....	....	....	....	....
P-11	3100 to 3109	2150	2900	4000	4650	4300	1680	2960	2790	2150	4350	6300
P-12	3120 to 3129	2950	4150	....	6200	5800	....	....	....	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2700	3900	5500	5800	5350	2140	3710	3500	2720	5500	7800
C-15, 32	2500, 2505 to 2507	1700	2500	3500	3700	3450	1380	2390	2260	1750	3550	5000
C-17	2510 and 2511	2150	3050	4350	4550	4250	1720	2950	2790	2180	4400	6150
C-18	3400 to 3409	2500	3600	5050	5300	4950	2000	3400	3250	2530	5100	7200
C-19	3410 to 3426	2600	3700	5250	5550	5200	2080	3580	3380	2630	5300	7500
TW-1	2900 to 2913	2050	2950	4200	4400	4100	1650	2850	2690	2090	4200	6000
TW-2, 3	2932 to 2952	1650	2350	3350	3550	3300	1310	2280	2150	1670	3400	4800
TW-4, 6	2926 to 2931 and 2957	1550	2250	3200	3350	3150	1230	2160	2030	1570	3200	4550
TW-8	2914 to 2923	2250	3250	4650	4900	4550	1820	3140	2970	2300	3650	6600
A-3	3029	1500	2250	3250	3600	3150	1190	2150	2020	1540	3150	4650
A-3	3025, 3036, 3052 and 3057	1600	2350	3400	4150	3350	1240	2260	2120	1620	3300	4900
A-6	3000 to 3003	1850	2750	3950	6500	3850	1480	2640	2490	1900	3900	5700
Mk-2, 4	3201 to 3240	3200	4350	....	....	6100	....	....	....	....	....	....
Mk-5, 6	3241 to 3277	3500	4950	....	....	6900	....	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324	3750	5400	....	....	7550	....	....	....	....	....	....
Mk-10	3295	2900	4200	....	....	5800	....	....	....	....	....	....
Mk-11	3297 and 3298	2800	4000	....	....	5550	....	....	....	....	....	....
F-1	3600 to 3652	3950	5600	....	....	7800	....	....	....	....	....	....
F-3	3653 to 3667	4500	6500	....	....	9000	....	....	....	....	....	....
F-4, 5	3668 to 3769	4800	6800	....	....	9450	....	....	....	....	....	....
AM-2	3900 to 3911	4500	6450	....	....	9000	....	....	....	....	....	....
MM-3	3930 and 3931	5300	7500	....	....	10400	....	....	....	....	....	....
AC-1, 2, 3	4000 to 4048	5500	8000	10950	11600	10800	....	....	....	....	....	....
AC-4, 5	4100 to 4125	6900	10200	....	....	14200	....	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	7300	10800	....	....	15000	....	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	3850	5250	....	....	7350	....	....	....	....	....	....
Mt-2	4385 to 4390	3900	5700	....	....	7950	....	....	....	....	....	....
GS-1, 2	4400 to 4415	3950	5600	....	....	7900	....	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469	4100	5900	....	....	8300	....	....	....	....	....	....
SP-1, 2, 3	5000 to 5048	5500	7650	....	....	10600	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6	6	6						
	45 Ms to 55 Ms	3	3	3	3	3						
	More than 55 Ms	0	0	0	0	0						

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (e). As specified below, — — — — — — — sounds will be indication that flagman may return from east:

Calipatria......on Sandia and Westmorland Branches.
Niland.........on Calexico Line.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
666.09	Niland	668.69
668.27	" (Calexico Line)	
674.52	Calipatria	676.77
	" (Sandia Br.)	676.51
684.11	Brawley	688.24
694.44	Imperial	696.62
697.83	El Centro	700.89
712.38	" (Sandia Br.)	
703.05	Heber	704.84
706.40	Calexico	708.88
708.53	Holtville	

RULE 97. Extra trains must not run via Sandia Branch unless train order so specifies.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

RULE 103 (A). Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Brawley—When shoving cars eastward over K St. on Even drill or Standard Oil spur. When engine ahead, stop, sound whistle signal 14(l) and if crossing clear, proceed.

El Centro—Before pushing or backing cars on house track or drill tracks over Main Street crossing, flagman must be placed on crossing until leading car has passed.

RULE 104. The normal position of rigid switches at junction points is as follows:

Niland	Calexico subdivision, for Salton Line.
Calipatria	Westmorland Br., for Calexico Line.
Calipatria	Sandia Br., for Calexico Line.
Holtville	Holtville Interurban main track for Sandia Br.
El Centro	Interchange track, for SD&AE main track.
El Centro	Sandia Br., for east leg of old wye.

DERAILS IN MAIN TRACK

SANDIA BRANCH

Calipatria—174 feet east of junction switch, MP 676.05.

WESTMORLAND BRANCH

Calipatria—171 feet east of junction switch, MP 676.05.

RULE 505. AUTOMATIC BLOCK SYSTEM

When Signal 7085 at Calexico is found in "stop" position, train, after stopping, may proceed with caution, not exceeding 12 MPH to next home signal.

RULE 827. TRAIN INSPECTION

On freight trains moving on all branches except Sandia, a member of train crew must ride on rear platform of caboose to observe any condition requiring an immediate stop of the train.

MISCELLANEOUS

1. Eastward freight trains take water at Calexico from column opposite roundhouse, unless otherwise instructed.

Trains stopped at Calexico will avoid blocking connection between wye and east end roundhouse lead.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Mk-Mt-GS-F-SP-AM-MM-AC-P-8-10-12	Calipatria—All industry tracks.
"	Rockwood — All except main track.
"	Brawley—All industry tracks, ice tracks and drill tracks.
"	Imperial—All industry tracks.
"	El Centro—All industry tracks, ice track, drill track and old wye.
"	Heber—All industry tracks.
"	Calexico—All industry tracks, ice track and drill track.

Load limit (car and contents):
Westmorland and Sandia Branches......169,000 pounds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts and slip-switches, except:	15
Through any siding, crossover, turnout, or slip-switch with engine backing	10

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	PASSENGER	FREIGHT	Engines Backing
		Maximum	Freight and Mixed Maximum	
18	Niland-Calexico, except	50	35	25
	Niland station-wye switch	20	20	20
	MP 679.63-MP 679.85	30	30	25
	Over Main St. crossing, El Centro	20	20	20
	Westmorland Branch	25	25	25
	Sandia Branch	25	25	25

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Niland and Calexico	Westmorland and Calipatria Calipatria and El Centro Via Holtville
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022	1850	2600
DES-100 to 107	1300 to 1395	2900	3000
E-23	1500 and 1502	2300	2300
M-4	1617 to 1713	2900	3000
M-6, 8	1721 to 1803, 1823 to 1825	3600	3580
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	3800	3790
M-11	1832 to 1835	3950	3950
T-1	2242 to 2271	2600	2600
T-8, 9	2161, 2174 and 2178	1850	1800
T-23	2301 to 2310	3800	3750
T-26	2283 to 2299	3250	3270
T-28, 31	2311 to 2362	4150	4100
T-32, 40	2363 to 2384	4200	4220
T-36	2103	2750	2790
T-37	2105 and 2106	3750	3770
T-57, 58	2385 and 2386	3400	3400
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3350	3370
P-1	2400, 2403 to 2407 and 2415	3500	3540
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3800	3700
P-6	2453, 2454 and 2458	4150	....
P-7	2476 and 2477	4400	....
P-8, 10	2461 to 2474, 2478 to 2483	4650	....
P-8, 10	2475,2484 to 2491	4850	....
P-11	3100 to 3109	3600	3630
P-12	3120 to 3129	4850	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4600	4500
C-15, 32	2500, 2505 to 2507	2900	2920
C-17	2510 and 2511	3600	3600
C-18	3400 to 3409	4200	4190
C-19	3410 to 3426	4350	4370
TW-1	2900 to 2913	3450	3480
TW-2, 3	2932 to 2952	2800	2790
TW-4, 6	2926 to 2931 and 2957	2650	2640
TW-8	2914 to 2923	3850	3847
A-3	3029	2650	2660
A-3	3025, 3036, 3052 and 3057	2800	2790
A-6	3000 to 3003	3250	3250
Mk-2, 4	3201 to 3240	5250	....
Mk-5, 6	3241 to 3277	5750	....
Mk-7, 8, 9	3300 to 3324	6350	....
Mk-10	3295	4900	....
Mk-11	3297 and 3298	4700	....
F-1	3600 to 3652	6700	....
F-3	3653 to 3667	7600	....
F-4, 5	3668 to 3769	8000	....
AM-2	3900 to 3911	7500	....
MM-3	3930 and 3931	8800	....
AC-1, 2, 3	4000 to 4048	8600	....
AC-4, 5	4100 to 4125	12000	....
AC-6 to 12	3800 to 3811, 4126 to 4294	14000	....
Mt-1, 3, 4, 5	4300 to 4376	6500	....
Mt-2	4385 to 4390	6650	....
GS-1, 2	4400 to 4415	6900	....
GS-3, 4, 5, 6	4416 to 4469	7100	....
SP-1, 2, 3	5000 to 5048	9000	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	
	45 Ms to 55 Ms	3	
	More than 55 Ms	0	

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

DIVISION MILEAGE

Main Lines

Saugus to Yuma	S. P. R. R.	281.35	
Santa Barbara to Burbank	S. P. R. R.	93.45	
Niland to Calexico	S. P. Co.	41.70	
Cantu to Araz Jct	S. P. Co.	2.71	
Total Main Lines			419.21

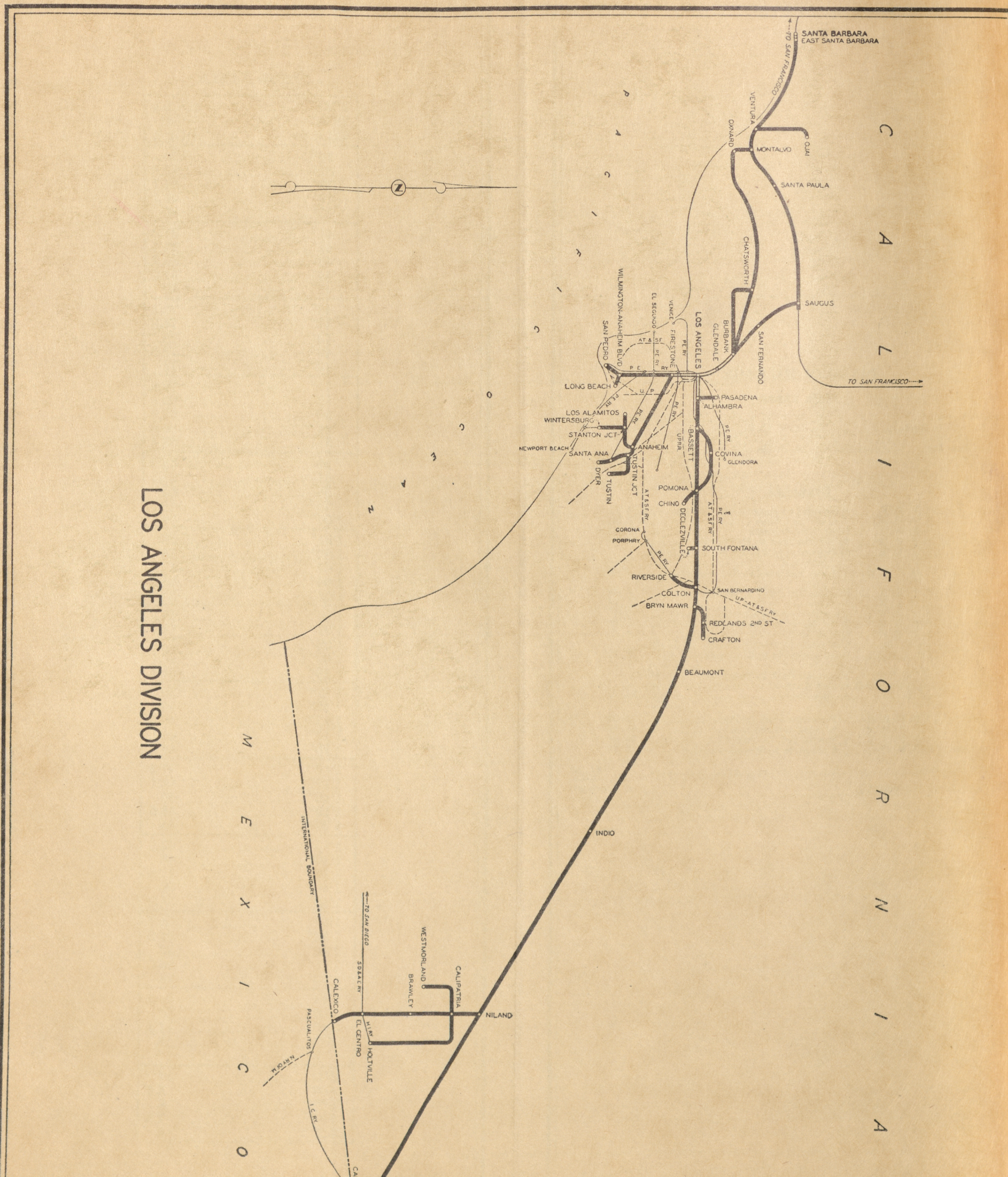
Branches

Burbank	S. P. R. R.	Burbank to Chatsworth Junction		21.07
Chino	S. P. R. R.	Pomona to Chino		5.05
Covina	S. P. R. R.	Bassett to Pomona		17.40
Declezville	S. P. R. R.	South Fontana to Declezville		1.66
Long Beach	S. P. R. R.	Wilmington (Anaheim Blvd.) to Long Beach		2.31
Los Alamitos	S. P. R. R.	West Anaheim to Los Alamitos		9.60
Smeltzer	S. P. R. R.	Stanton Jct. to Wintersburg		6.68
Ojai	S. P. R. R.	Ventura Jct. to Ojai		15.13
Pasadena	S. P. R. R.	Alhambra to Pasadena		4.67
Redlands	S. P. R. R.	Bryn Mawr to Crafton		7.14
Riverside	S. P. R. R.	Colton to Riverside		8.36
Sandia	S. P. Co.	Calipatria to Near Holtville	27.46	
	H. I. Ry	Near Holtville to El Centro	9.73	37.19
San Pedro	S. P. R. R.	Firestone Park to San Pedro	17.94	
	L.A.&S.L.R.R.	At Los Angeles	7.30	
	P. E. Ry	At San Pedro	.03	25.27
Santa Ana	S. P. R. R.	Firestone Park to Dyer		31.03
Santa Paula	S. P. R. R.	Montalvo to Saugus		45.42
Tustin	S. P. R. R.	Tustin Jct. to Tustin		10.65
Westmorland	S. P. Co.	Calipatria to Westmorland		12.79
Total Branches				261.42
Total Los Angeles Division				680.63

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.6
55″	65.4
56″	64.2
57″	63.1
58″	62
59″	61
1′00″	60
1′01″	59
1′02″	58
1′03″	57.1
1′04″	56.2
1′05″	55.3
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.1
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.3
1′17″	46.7
1′18″	46
1′19″	45.5
1′20″	45
1′25″	42.3
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.6
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

LOS ANGELES DIVISION


CALIFORNIA
PACIFIC OCEAN
MEXICO
ARIZONA
SANTA BARBARA
EAST SANTA BARBARA
TO SAN FRANCISCO
VENTURA
OXNARD
MONTALVO
OJAI
SANTA PAULA
CHATSWORTH
SAUGUS
BURBANK
GLENDALE
SAN FERNANDO
TO SAN FRANCISCO
LOS ANGELES
VENICE
FIRESTONE
EL SEGUNDO
WILMINGTON-ANAHEIM BLVD
SAN PEDRO
AT & SF
PE RY
U P
LONG BEACH
PASADENA
ALHAMBRA
LOS ALAMITOS
WINTERSBURG
STANTON JCT
NEWPORT BEACH
SANTA ANA
ANAHEIM
TUSTIN JCT
DYER
TUSTIN
BASSETT
UPRR
COVINA
GLENDORA
POMONA
CHINO
DECLEZVILLE
AT & SF RY
CORONA
PORPHRY
SOUTH FONTANA
RIVERSIDE
COLTON
SAN BERNARDINO
UP-AT&SF RY
BRYN MAWR
REDLANDS 2ND ST
CRAFTON
BEAUMONT
INDIO
INTERNATIONAL BOUNDARY
TO SAN DIEGO
SD & AE RY
WESTMORLAND
CALIPATRIA
BRAWLEY
NILAND
CALEXICO
EL CENTRO
HOLTVILLE
H & RY
PASCUALITOS
M DE RR
I.C. RY
CANTU
ARAZ JCT
YUMA
TO EL PASO